

XMAS & NEW-YEAR HAMPERS

We beg to notify Customers that Assorted Hampers suitable for the Festive Season may be obtained from us at the following Reduced Rates—

No. 1 HAMPER—\$38.

- 1 Qt. Most & Chandon Dry Imperial
1 Pt. Blackberry Brandy
1 Pt. D.O.M.
1 Qt. Martell's XXX Brandy
3 Qts. King George IV Gold Label or Perfection Whisky.

No. 2 HAMPER—\$34.

- 1 Qt. Guillaumet Champagne
1 Pt. D.O.M.
1 Qt. Burgoyne's Brandy
1 Qt. Martell's XXX Brandy
2 Qts. King George IV Gold Label or Perfection Whisky.

No. 3 HAMPER—\$30.

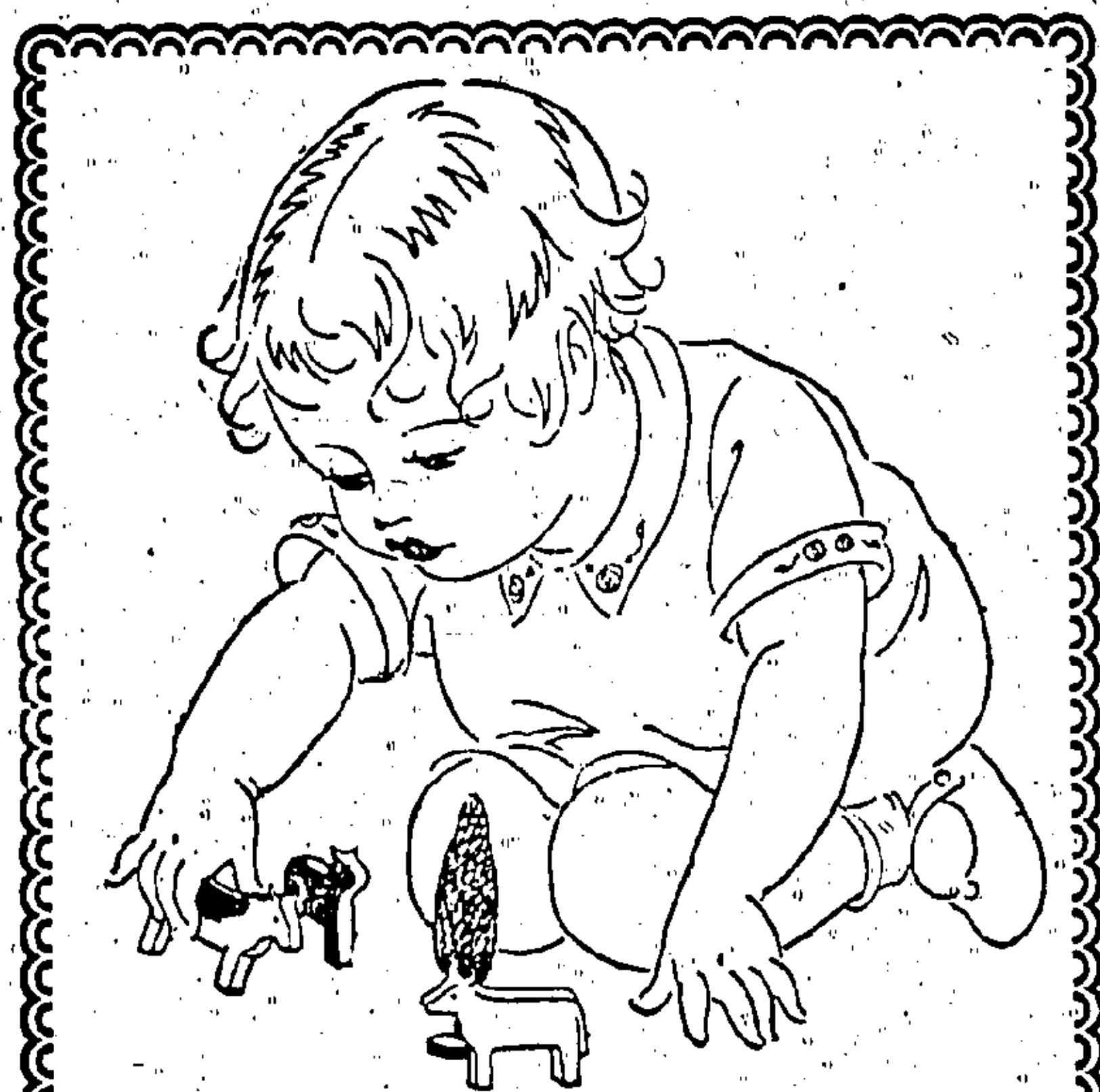
- 1 Qt. Burgoyne's Brandy
1 Pt. Peppermint G.F.
1 Pt. D.O.M.
2 Qts. Superior Rich Old Port
2 Qts. King George IV Gold Label or Perfection Whisky.

Other Hampers made up to suit Customer's requirements.

GANDE, PRICE & CO., LTD.

TEL. C. No. 135.

HONG KONG.



THERE is no worry or anxiety in rearing baby healthfully and happily, even in a tropical climate, when Glaxo is used as Baby's food.

Glaxo is the food that has been used to rear the children in five Royal Nurseries. Court Physicians see that Royal Babies have the best and most nourishing food—that is why Glaxo has been chosen.

Give your Baby Glaxo, and watch the difference after a few days; see how restfully he sleeps, how contented he is and how steadily he increases in weight. Ask your Doctor!

Glaxo

The Vitamin Milk Food

"Builds Bonnie Babies"

W. R. LOXLEY & CO., Sole Agents.

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it cheers & invigorates



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Sole Agents—

MITSUI BUSSAN KAISHA, LTD.

HONG KONG.

SERVICE TO READERS.

THE HONG KONG DAILY PRESS, LTD., and the HONG KONG WEEKLY PRESS, through their London Office, at 21, BARRA LANE, FLEET STREET, E.C. 4, are prepared to give Subscribers and Visitors advice regarding accommodation available, motorizing facilities, suitable shopping centres, etc.

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HATS, GOWNS & NOVELTIES.



"Felix."

7, LEE HOUSE STREET.

HONG KONG. TEL. C. 6384.

Money and Markets

HONG KONG MARKET REPORTS.

Business done in Hong Kong yesterday in rice, sugar and other foodstuffs, included the following transactions—

Rice.	Per Picul.
Red Cash White Long Rice, 680 bags	\$8.98
Green Fuch White Long Rice, 134 bags	7.04
Kai Kwan White Siam Rice, 733 bags	6.53
Tak Kam White Siam Rice, 412 bags	7.17
Red San White Siam Rice, 368 bags	6.90
Four Star White Siam Rice, 200 bags	6.72
Yat Chi Mui White Siam Rice, 472 bags	6.62
New Moon White Long Rice, 628 bags	7.27
Green Seal New Style White Rice, 100 bags	7.98
No. 1 White Broken Rice, 166 bags	6.21
No. 2 White Broken Rice, 56 bags	5.72
Red Seal Glutinous Brewer Rice, 100 bags	6.42
Red Seal No. 1 Glutinous Broken Rice, 100 bags	7.30
Double Red Line White Brewer Rice, 137 bags	6.36
Blue Seal No. 2 White Broken Rice, 107 bags	5.81
Sugar.	Per Picul.
No. 24 coarse powdered sugar, 1,000 bags	\$7.38
No. 24 coarse powdered sugar, 500 bags	7.48
No. 24 coarse powdered sugar, 2,000 bags	7.38
No. 24 coarse powdered sugar, 300 bags	7.40
No. 24 coarse powdered sugar, 500 bags	7.38
No. 15 coarse powdered sugar, 1,000 bags	6.93
Miscellaneous.	
Wood Oil, 200 cans at \$21.80 per can.	
Duck's feather, 30 bags at \$7.50 per picul.	
Newchang Black Melon Seeds, 30 bags at \$13.50 per bag.	
Middle Black Beans, 100 bags at \$5.00 per picul.	
Yellow Bean, 100 bags at \$6.50.	

CANTON COTTON YARN MARKET.

A cable from Shanghai stated that the cotton yarn market was very dull, only a few transactions being completed. The Canton cotton market was also slack and prices have declined.

Quotations in the Canton market yesterday were as follow:—

No.	Per Bale.
No. 42 Five Sons	\$548
Fui Hee	512
Butterfly	530
No. 38 Pine Deer	468
Po Tap	454
Tin Koon	458
Double Horse	450
No. 20 City of Gold	320
Globe	317
Good Harvest	317
Double Horse	317
Tin Koon	319
Double Dragon	322
Tramcar	312
Shepherd	308
Three Stars	310
No. 16 Globe	302
Fui Kwai	300
Man Clock	300
No. 19 City of Gold	292
Pigeon	298
Tramcar	277
Aeroplane	274
Pretty Damsel	280
Victory	280
Pretty Damsel	285
No. 10 Sailing Vessel	285
City of Gold	283
Pigeon	283
Lotus Bee	255
Victory	282
No. 8 Lion	210
Lion No. 2	198

CANTON STOCK EXCHANGE.

CLOSING QUOTATIONS.

	December 20th.
Water Works	\$2.80
Electric Power Co.	5.00
Canton-Hankow Railway	0.48
The San Company	6.45
Sincere Company	9.25
Nanyang Bros. Tobacco Co.	3.60
China Merchant S.S. Nov. Co.	6.40
Central Bank	4.60

CANTON KEROSENE OIL.

LATEST QUOTATIONS.

	December 20th.
New Daybreak	Per Case \$7.30
New Cheung Hi	7.30
New Eagle	7.15
New Hang Fook	7.30
New Balance	7.40
New Star	7.50

CANTON MARKET REPORTS.

Yesterday's quotations in Canton market in rice, sugar, flour and oil were as follows:—

Rice.	Per Picul.
Chai Mee native white rice	\$11.90
See Mui native rice	10.60
Red Seal white Annam rice	9.05
Green Cannon white long rice	9.60
Three Stars white long rice	10.00
Green Peach white long rice	9.62
Blue Lion white Siam rice	9.62
Green Lion white rice	9.60
Red Double Sword white rice	9.68
Green Flower Pot white rice	9.62
Red Seal white Siam rice	9.42
Green P No. 3 white rice	9.72
Black Seal No. 3 white rice	9.30
Green Seal No. 3 white rice	9.28
Green C No. 3 white rice	9.65
Sugar.	Per Picul.
No. 2 coarse powdered sugar	7.50
No. 2 Do.	7.60
No. 20 Do.	7.60
1 Granulated sugar	9.40
1 Fine granulated sugar	10.11
1 White refined sugar	9.40
Spring native candy	10.30
Sang Mo native sugar	8.50
Flour.	Per Bag.
Man-of-War	\$4.05
Silver Seal	4.15
Banana	4.10
Cheung Luk	4.15
Maise	3.95
Sword of Kwantai	4.30
Cannon	4.75
White Cabbage	4.40
Dalton	4.50
Dog's Head	4.55
Oil.	Per Picul.
Groundnut oil	\$6.70
Tientsin best quality	27.00
Dairen best quality	27.00
Honan best quality	23.50
Chefoo best quality	24.30
Fang Chi oil	22.50
Kwangsi wood oil	26.00

NEW YORK STOCK QUOTATIONS.

The following quotations, current in New York on December 17th, have been received in Shanghai by Messrs. Swan, Culbertson & Co., who assume no responsibility for cable mutilations. These quotations are subject to confirmation.

Market Dull.

Business done, 1,596,300 shares.

Stock.	Previous Price.	Latest Price.
Allied Chem. & Dye (Com.)	225 1/2	225 1/2
American Can (Com.)	97 1/2	97 1/2
American Smelting	261	261
American Tel. & Tel. (Com.)	190 1/2	190 1/2
American Tobacco "B"	172 1/2	172 1/2
Armour & Co. (Ml) 7 1/2 Pfd.	82	82
Armour & Co. (Ml) 7 1/2 Pfd.	82	82
Asarco Copper	106 1/2	106 1/2
Bancroft Corp.	—	—
Bank of Montreal	320	320
Bank of America	320	320
Bethlehem Steel (Com.)	80 1/2	80 1/2
Bethlehem Steel, 7 1/2 Pfd.	122 1/2	122 1/2
Brooklyn-Manhattan Transit	68	68
Calumet & Hecla	40 1/2	40 1/2
Campe Corp.	100	100
Canadian Pacific Railway	224 1/2	224 1/2
Canaan & Co.	34	34
Chile Copper	63 1/2	63 1/2
Consolidated Gas of N.Y.	100 1/2	100 1/2
Coty Incorporated	70 1/2	70 1/2
Eastman Chemical	57 1/2	57 1/2
Du Pont de N. E. L. (Com.)	210 1/2	210 1/2
Eastman Kodak	180	180
Fox Film "A"	94	94
General Cigar	65 1/2	65 1/2
General Electric Co.	181 1/2	181 1/2
General Motors	181 1/2	181 1/2
General Ry. Signal (Com.)	92 1/2	92 1/2
Gold Dust	127 1/2	127 1/2
Grainy Consolidated	82 1/2	82 1/2
Haystack	43 1/2	43 1/2
Hudson Motor Car	83 1/2	83 1/2
International Cement (Com.)	82 1/2	82 1/2
International Nickel Pfd.	92 1/2	92 1/2
International Nickel (Com.)	25 1/2	25 1/2
International Printers Ink	52 1/2	52 1/2
Inter. Prod. Corp. (Com.)	—	—
Inter. Prod. Corp. Pfd.	—	—
Kelvinator	18 1/2	18 1/2
Kennecott Copper	123 1/2	123 1/2
Lake Superior Corp.	14	14
Liggett & Myers, Class "B"	86	86
Lorillard Co. (Com.)	28	28
Mack Trucks	90 1/2	90 1/2
Madison Square Garden	19	19
Maytag Co.	24 1/2	24 1/2
Minecroft Pacific (Com.)	62 1/2	62 1/2
National Dairy Products	119 1/2	119 1/2
Packard Motor Car (Com.)	149 1/2	149 1/2
Pennsylvania Railroad	72 1/2	72 1/2
Phillips Petroleum	45 1/2	45 1/2
Radio Corporation	250	250
Reynolds Tobacco "B"	153 1/2	153 1/2
Standard Gas & Elec. (Com.)	74 1/2	74 1/2
Standard Oil of California	70 1/2	70 1/2
Standard Oil of Indiana	86 1/2	86 1/2
Standard Oil of New Jersey	52 1/2	52 1/2
Standard Oil of New York	39 1/2	39 1/2
Texas Corporation (Com.)	94 1/2	94 1/2
Texas Gulf Sulphur	73	73
Timken Roller Bearing	187 1/2	187 1/2
Union Carbide	180 1/2	180 1/2
Union Pacific R.R. (Com.)	207 1/2	207 1/2
U.S. Inter. Security Pfd.	100	100
U.S. Leather	63 1/2	63 1/2
U.S. Realty & Imp. Co.	70 1/2	70 1/2
U.S. Rubber (Com.)	41 1/2	41 1/2
U.S. Steel	152 1/2	152 1/2
Western Union	84	84
Westinghouse Elec. (Com.)	122 1/2	122 1/2
Wills Overseas	20 1/2	20 1/2
Wright Aeronautical	216	216

CHINESE ENGINEERING & MINING CO., LTD.

ANNUAL MEETING.

The annual general meeting of the shareholders of the Chinese Engineering & Mining Co., Ltd., was held in London on December 17th, when the Directors' report and statement of accounts for the year ended June 30th, 1928 was submitted.

Extract From Directors' Report.

The net result of the year's transaction shows a balance to the credit of Profit and Loss Account of £334,457 made up as follows:—

Proportion of Kailan Mining Administration's Profits plus Interest in China	£177,503
Interest in Europe	14,591
Agency Fees	6,000
Sundries	279
Balance brought forward (Less Sundry items)	233,447
	£334,457

Deduct:—

Expenses in Europe	£18,113
Directors' Fees	4,200
Exchange	78
Income Tax	58,375
Interim Dividend paid on 1/5/28	140,000
	£219,768

Leaving a net balance of

	£334,457
--	----------

which the Directors recommended should be appropriated as follows:

Final Dividend of 15 per cent. (free of income-tax)	£210,000
Directors' percentage	13,900
Balance carried forward	310,357
	£334,457

CHINESE FURNITURE TRADE.

SOME WORKING COSTS.

Between 30 and 40 foreign-style furniture makers are operating in Shanghai, the large ones being Tai Chong & Co. on Nanking Road, Chun Tai & Co., and the House Furnishing Co. on Szechuan Road.

The Tai Chong was founded in 1873 with a capital of \$300,000 and has a factory employing over 300 hands. Its yearly sales range from \$500,000 to \$400,000. The Chun Tai was opened in 1893, has a factory employing over 200 hands with an average yearly sales figure of about \$300,000. The House Furnishing Co. was established in 1925, has a factory employing over 100 hands, and has a yearly sales figure of from \$150,000 to \$180,000.

In each of these factories there are seven departments: carpentry, painting, carving, decorating, brass-work mounting, and upholstery departments. With the exception of those in the upholstery and painting departments, all the other hands are paid by contract through a foreman, who provides free meals and lodging for the men. The monthly wages for each hand vary from \$6 to \$30 according to skill and experience. The other furniture shops operate on a much smaller scale, each with a yearly sales figure of from \$20,000 to \$50,000. Most of these dealers keep only a small workshop; the rough frames of the furniture being always made by other carpentry shops by contract. The dealers only do the painting and decorating.

The wood for making high-grade furniture comes from abroad. Red wood is imported from Malayan ports and sold, retail, in Shanghai at about \$1.10 per picul, while teakwood from Siam is sold at \$1.20 per 1,000 square feet. Japanese ash at \$1.30 per 1,000 square feet. Luan wood from the Philippine Islands at \$1.10 per 1,000 feet. Oregon and Japanese pine at \$1.30-Ts. 40 per 1,000 square feet and Japanese oak at \$1.30 per 1,000 square feet.

The upholstery is also largely of foreign origin. Cretonne for sofa coverings is imported at 80 cents to 82 per yard, moquette and tapestry chiefly from England. France, Germany and the United States at \$5-\$20 a yard. The stuffing materials are partly from abroad and partly of home production. White horse hair is obtained at 90-100 cents per pound and grey horse hair at 5-6 tael cents, both from the United States. Shire from Malayan ports at 4 dollar cents, cotton wool from Kwangtung province at \$70 a picul and bamboo shavings from Wenchow, Chekiang province at \$3 a picul. The linen for sofa lining is imported from England at \$1.20 per 1,000 yards, and the flaxen band for upholstery sofas from Taung

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

December 20th, 1928.

DISCOUNTS, 1928.

B.K. Banks	\$1,300 buy.
Do. London	\$140 nom.
Chartered Bank	\$233 buy.
Mercantile Banks, A. & B.	\$234 nom.
Do. C.	\$214 nom.
P. & O. Bank	\$224 buy.
East Asia Bank	\$635 buy.
Canton Insurance	\$360 buy.
Union Insurance	\$150 buy.
North China Ins.	\$160 buy.
Yangtze Insurance	\$130 nom.
China Underwriters	\$245 sel.
China Fire Insurance	\$280 buy.
Hong Kong Fire Ins.	\$780 sel.
Donghai	\$384 nom.
H.K. Steamboats	\$35 buy.
Indo-China	\$1 sel.
Do. (Del.)	\$72 buy.
Shall Transports	\$118 nom.
Union Waterboats	\$34 buy.
Benguet	\$24 nom.
Kailan Mining Admin.	\$72 buy.
Langkats (combined)	\$14, 100 nom.
S'hai. Explorations	\$4 nom.
S'hai. Explorations	\$10, 100 nom.
Shanghai Loans	\$18 buy.
Banks	\$54 buy.
Trench Mines	\$176 7/8 nom.
H.K. & K. Wharfs	\$134 sel.
H.K. & W. Docks	\$374 buy.
China Providents	\$445 buy, 6 sa.
Hongkong	\$156 buy.
Shanghai	\$104 buy.
Shanghai Bonds	\$104 buy.
Kwo Cottons	\$13, 15 nom.
Oriental Cottons	\$12, 51 sel.
S'hai. Cottons (old)	\$4, 63 buy.
Do. (new)	\$12, 32 buy.
H.K. & S. Hotels	\$9, 10 buy, 9 sel.
Do. (new)	\$20, 20 sel.
H.K. Land	\$33 buy, 64 sel.
Shanghai	\$160 buy.
Humphreys Estate	\$150 buy, 15 sel.
H.K. Realities	\$24 sel.
H.K. Tramways	\$20, 20 buy, 20 sel.
Peak Tram (old)	\$13 sel.
Do. (new)	\$6, 30 nom.
Star Ferris	\$684 buy.
China Lights (old)	\$12 nom.
Do. (new)	\$11, 90 sel.
Do. (1928 Issue)	\$11, 20 sel.
H.K. Electric (old)	\$5, 7 buy.
Do. (new)	\$5, 11 buy.
Mexico Electric	\$22 buy.
Telephones (old)	\$3, 35 buy.
Do. (new)	\$5, 55 buy.
China Buses	\$12, 104 buy.
Shanghai Tractions	\$12, 100 nom.
Do. (Pref.)	\$17, 76 buy, 18/3 sa.
China Sugars	\$90 sel. nom.
Malayan Sugars	\$231 buy.
Oanton Isls.	\$21 buy.
Cements (combined)	\$21 buy, 91 sa.
Do. (old)	\$7, 20 nom.
Do. (new)	\$11 sel.
H.K. Ropes (old)	\$7, 30 nom.
Do. (new)	\$7, 55 sel.
United Asbestos	\$5 nom.
Dairy Farms	\$21 buy, 21, 30 sel.
Watercure	\$14 nom.
Do. W. Water	\$30, 34 buy.
Lane Crawford	\$20 sel.
MacIntosh	\$20 nom.
Sinceres	\$26 buy.
Wm. Powells	\$3, 60 buy.
H. K. Amusements	\$284 sel.
H. K. Constructions	\$11 nom.
B'que Indus. G. Bonds	\$7, 74 nom.
H.K. Govt. Loans	5% prem. sel.

buy - buy; sel - sellers; sa - sellers.

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Quinta da Boa Vista

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DAIRY FARM NEWS

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Highest Quality English Hams

10-14 lbs. Each \$1.00 per lb.

Cumberland Hams

12-16 lbs. Each90 "

Dairy Farm Hams

6-12 lbs. Each70 "

NOTHING FINER ON THE MARKET.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

Comfortable Smoking

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Oval Cigarettes

Your home
probably
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HOME LEAVE.

TRANSPORT OF GOVERN-
MENT SERVANTS.

THE INCREASED COST.

QUESTIONS IN FINANCE
COMMITTEE.

A meeting of the Finance Com-
mittee followed the Legislative
Council yesterday afternoon, the
Colonial Secretary presiding.

Supplementary votes totalling
\$78,258 contained in message No. 13
from H.E. the Officer Administering
the Government were approved.

The request for \$60,000 for the
transport of Government servants
led to some discussion. The pro-
vision of \$900,000 was made for this
service in the estimates and it was
explained that the cost had been
underestimated. The vote to 31st

October has been over-spent by ap-
proximately \$20,000, and it is expected
that a further sum of \$10,000
will be required to meet Crown

Agents' account for the months of
September to December and local
expenditure for November and De-
cember. The period qualifying for
leave has been reduced and heavy
recruitment of 1923-4 has resulted
in an increase in the number of
officers proceeding on leave during
the current year.

The vote for 1929 has been in-
creased to \$230,000.

Hon. Sir Henry Pollock: With
respect to the statement that the
period qualifying for leave has been
reduced, I should like to ask first
of all when that period was re-
duced, and, secondly, whether the
reduction of the period was ap-
proved by the Finance Committee of this
Council.

The Chairman: The qualifying
period for leave was reduced very
shortly after Sir Cecil Clementi
came to the Colony. I cannot give
the exact date off hand.

Hon. Sir Henry Pollock: Was it
brought before the Finance Com-
mittee of the Council. My point is
that if a man qualifies for leave after
five years service and then has that
qualifying period reduced by a half,
he receives in the passage money
paid something in the nature of a
bonus.

The Chairman: The reduction in
the qualifying period is not as much
as that. A man is now entitled to
leave after four years, and in very
senior cases possibly leave may be
granted, with the special approval
of H.E. the Governor after three
years during the last few years of
service. These rules have been in-
corporated in our General Orders
for some time.

Hon. Mr. A. C. Hynes: Is this
the first year showing increases
under this scheme?

The Chairman: The passages
have been paid under the scheme
for more than a year but it so
happens that during this year more
men have qualified for leave.

Hon. Sir Henry Pollock: I think
the matter should have been brought
before the Finance Committee be-
cause obviously it does amount to
something like a bonus to those who
receive it.

The Chairman: The changes
were made in order to bring the
conditions of services in Hong Kong
into line with those obtaining in
other parts of the Empire. Are
you satisfied with the explanations
given?

Hon. Sir Henry Pollock: I am
not satisfied unless the matter was
brought before the Legislative Coun-
cil or the Finance Committee in
some shape or form. The Finance
Committee is now asked to vote
\$60,000 at a time when it cannot
be said that there is great financial
prosperity.

The Chairman: The time for such
comment was when the \$200,000 for
this service was brought before the
Council last year. The amount was
included in the estimates and the
amount was based on the current
rates regarding leave.

Hon. Sir Henry Pollock: Yes,
Sir, but we were told, or given to
understand, no doubt it was perfectly
bona fide—that passages would
require only \$300,000. Now we are
asked for another \$30,000.

The Chairman: But in passing
the \$200,000 you accepted the Rules
upon which that estimate was
based; \$200,000 is a larger estimate
than in the previous years but an
increase is necessary because more
men have become due for leave this
year.

Hon. Sir Henry Pollock: I would
suggest that the matter be held over
until information is forthcoming re-
garding the date the change was
made and whether explanation was
given to the Finance Committee.

The Chairman: The matter was
brought before the Finance Com-
mittee and the Legislative Council
in the estimates.

Hon. Mr. A. C. Hynes: But I do
not think special attention was
drawn to it.

Hon. Sir Henry Pollock: That is
the point. It might have been
stated that \$200,000 was required
for leave without any mention being
made of any alteration in the system
of granting leave.

A copy of the estimates for 1929
was then produced showing that
attention had been drawn in a foot-
note to the change in system.

The vote was thereupon passed.
Regarding an item of \$450 for
bonus to Dispensary Licentiates and
Clerks for vaccination of children,
Hon. Sir Henry Pollock asked what pro-

vision had been made for free
vaccination.

The Chairman: Free vaccination
is done at all the public Chinese
hospitals, and at all the public Chi-
nese dispensaries. The St. John's
Ambulance Brigade and the Red
Cross also conduct vaccination cam-
paigns.

Hon. Sir Henry Pollock: Do the
people make ready use of these
facilities?

The Chairman: The figures run
into some tens of thousands.

Hon. Dr. Kotewall: The St.
John's Ambulance Brigade is doing
splendid work.

A vote of \$150 was asked to
supplement the transport charges
incurred by gangs employed in
special anti-malaria measures in out-
lying districts.

Hon. Sir Henry Pollock: What
districts are these?

The Chairman: In the New Ter-
ritories "in some of the larger
villages."

With respect to the charges in-
curred on account of the repairs of
Chinese section rolling stock on
the Kowloon-Canton Railway, Sir
Henry Pollock asked if these
charges were being paid by the
Chinese Administration.

The Chairman: They are all paid
up-to-date.

HONG KONG VOLUNTEER DEFENCE CORPS.

[ORDERS BY LT.-COL. L. G. BIRD, D.S.O.,
COMMANDANT.]

No. 381.

1.—Field Day.

On Sunday, January 20th, 1929,
a field firing tactical exercise will
be carried out at Fanling in which
all units of the Corps will partici-
pate. All ranks are requested to
keep the day open.

2.—Corps Orders.

No Corps Orders will be issued
on Friday, December 28th, 1928,
next orders will be issued on
January 4th, 1929.

3.—Camp Pay.

All units will parade under Com-
pany arrangements to draw camp
pay at Corps Headquarters on
Friday, December 21st, 1928.

4.—Colonial Auxiliary Forces Long
Service Medal.

The following extract from the
Hong Kong Government Gazette
No. 53 of December 14th, 1928, is re-
peated for information.

"The medal shall be worn after
all British War Medals in such
order as may from time to time be
assigned to it, suspended from the
left breast by a green ribbon of
one inch and a quarter in
width."

5.—Corps Band.

There will be a full Band Prac-
tice on Tuesday, January 8th, 1929,
at 5.30 p.m. at Corps Headquar-
ters.

6.—The Battery.

Friday, December 21st, 1928.
Parade at Corps Headquarters, at
5.30 p.m. for the purpose of draw-
ing camp pay.

Battery Dinner. It is proposed
to hold the annual dinner either in
the last week of January or the first
week of February, 1929.

Will all members please advise
the C. Battery, as early as pos-
sible, if there are any dates within
the above period on which they will
not be able to attend in order that
a date on which the maximum num-
ber can attend may be fixed.

7.—Corps Signals.

Monday, January 7th, 1929.
Parade at Corps Headquarters at
5.30 p.m. for Signal Instruction.
Dress: Muffi.

8.—Mounted Infantry Company.

Thursday, January 10th, 1929.
Parade at Corps Headquarters at
5.30 p.m. for instruction on the
Machine Gun. Dress: Overalls.

9.—Armoured Car Company.

Friday, December 21st, 1928. The
Section will parade at draw-camp
pay at Corps Headquarters at 5.30
p.m.

Friday, January 11th, 1929.
Parade at Corps Headquarters at
5.30 p.m. for run around the Island
in the Armoured Car.

10.—Machine Gun Company.

Those who have not yet fired Part
II. Musketry Course will do so at
Stonecutters on dates as here-
under:—

Sunday, January 6th.—No. 2
Platoon, under Lieut. J. N.
Owen.

Sunday, January 13th.—No. 1
Platoon, under Lieut. H.
Owen Hughes.

Launch will leave Queen's Pier
at 9 a.m., and call at Kowloon Pier
at 9.10 a.m. Arms may be drawn
from Corps Headquarters at times
given below:—

Fridays, January 4th and 11th,
1929, between 9 a.m. and 12
noon, or 2 and 4 p.m., or 5
and 6 p.m.

Saturdays, January 5th and 12th,
1929, between 9 a.m. and 1
p.m.

Dress: Rifle, belt, bayonet, braces
and pouches. Uniform or muffi op-
tional.

11.—Scottish Company.

Thursday, January 10th, 1929.
Platoons will parade at 5.30 p.m.
for Machine Gun Instruction.
Dress: Muffi, as follows:—

No. 5 and 7, Platoons at Corps
Headquarters.
No. 6 Platoon at Kowloon Dock.
(Continued on next Column).

vision had been made for free
vaccination.

The Chairman: Free vaccination
is done at all the public Chinese
hospitals, and at all the public Chi-
nese dispensaries. The St. John's
Ambulance Brigade and the Red
Cross also conduct vaccination cam-
paigns.

Hon. Sir Henry Pollock: Do the
people make ready use of these
facilities?

The Chairman: The figures run
into some tens of thousands.

Hon. Dr. Kotewall: The St.
John's Ambulance Brigade is doing
splendid work.

A vote of \$150 was asked to
supplement the transport charges
incurred by gangs employed in
special anti-malaria measures in out-
lying districts.

Hon. Sir Henry Pollock: What
districts are these?

The Chairman: In the New Ter-
ritories "in some of the larger
villages."

With respect to the charges in-
curred on account of the repairs of
Chinese section rolling stock on
the Kowloon-Canton Railway, Sir
Henry Pollock asked if these
charges were being paid by the
Chinese Administration.

The Chairman: They are all paid
up-to-date.

CINEMA NEWS.

"ROSE MARIE."

Joan Crawford plays the title role
in "Rose Marie," which will be
screened at the Queen's on Sunday
and Monday.

The story of Rose Marie a lovely
untamed girl is told against the
picturesque background of the
Canadian Northwoods. James Mur-
ray, a young player who is becoming
very popular takes the part of a
mysterious trapper returned from a
winter's work in the North. House
Peters plays an officer of the North-
west Mounted Police whose sense of
duty overcomes even his love for
Rose Marie. Moving swiftly from
the start, the story keeps up in-
terest, and suspense until the climax
in a log cabin far away from
civilisation. Beautiful scenes of the
Canadian wilds are a feature of the
production.

12.—Portuguese Company.

Musketry Part II. Those who
have not yet fired Part II.
Musketry Course will do so at
Stonecutters on Sunday, January
6th, 1929. Range Officer: 2/Lieut.
J. S. Rodrigues.

Launch will leave Queen's Pier
at 9 a.m. and call at Kowloon Pier
at 9.10 a.m.

Friday, January, 11th, 1929.
Parade at Corps Headquarters at
5.30 p.m. Everyone will be expected
to be present.

13.—Promotions.

No. 948 Lce.-Corpl. G. Davidson,
M.I. Co., to be Corporal, as from
December 14th, 1928.

No. 971 Lce.-Corpl. R. O. Sutherland,
No. 7 Platoon, to be Corporal
as from December 18th, 1928.

14.—Transfers.

No. 573 Sergt. V. Goulborn is
transferred from Car Section to the
Reserve Company, as from Novem-
ber 26th, 1928.

No. 1259 Spr. C. A. L. Rickett
is transferred from the Engineer
Company to the Car Section, as
from December 12th, 1928.

15.—Reversion.

No. 435 Corpl. T. C. T. Beck, M.I.
Company, is permitted to revert to
the ranks at his own request, as
from December 15th, 1928.

16.—Leave.

No. 1380 Pte. J. L. Litton, No. 2
Platoon, sick leave from December
9th, 1928, to June 8th, 1929.

No. 1184 Sign. A. S. Ismail,
Corps Signals, from December 12th,
1928, to January 15th, 1929.

No. 688 Lce.-Corpl. A. Nissim,
Car Section, from December 17th,
1928, to January 11th, 1929.

17.—Struck Off The Strength.

Having left the Colony, as from
November 21st, 1928:—
No. 787 Pte. S. H. Clark, No. 1
Platoon.

Having claimed his discharge on
completion of three years' service,
as from November 13th, 1928:—
No. 832 Pte. W. J. Howard, No. 2
Platoon.

18.—Marksmen.

The undermentioned have quali-
fied as marksmen and are entitled to
wear the badge for one year:—
No. 21 Lce.-Sergt. F. C. Goodman,
No. 6 Platoon, 110 points.

No. 971 Corpl. R. O. Sutherland,
No. 7 Platoon, 94 points.

R. A. Wolke Murray, Major,
Adjutant, H.K.V.D.C.
Hong Kong, December 21st, 1928.

NOTICE.

The Commandant wishes all ranks
of the Corps a Happy Christmas
and prosperous New Year.

A MAGNIFICENT STORY
OF LOVE AND
SACRIFICE!

Rose
Marie

With
JOAN CRAWFORD
HOUSE PETERS

AT THE
QUEEN'S
SUNDAY AND MONDAY

THE 1928 FILM SENSATION!

THE amazing story of Fazio, Prince of Araby, and Fabienne,
daughter of Paris, who dared a forbidden love!

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LAVISH!

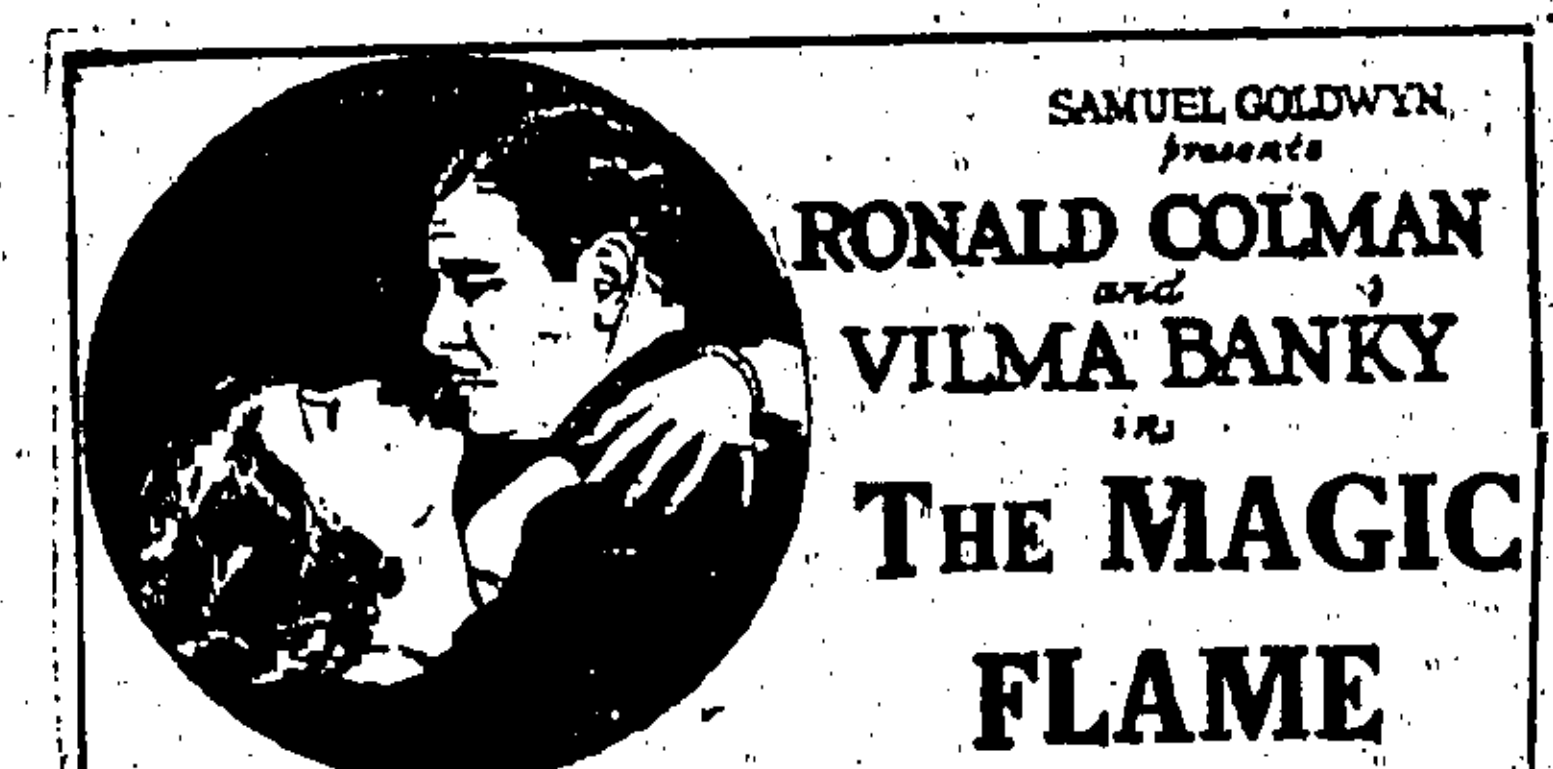


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THRILLING!

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CHARLES FARRELE, GRETA NISSEN.
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At 2.30, 5.10, 7.15 & 9.20.

TWO POPULAR STARS IN A FAMOUS PICTURE!



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WORLD TO-DAY & TO-MORROW
At 5.15 & 9.20 only.

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TENSE DRAMA IN THE WILDS OF CANADA!

A stirring story of the untamed Canadian Northwest—of
a siren who won regeneration through love!

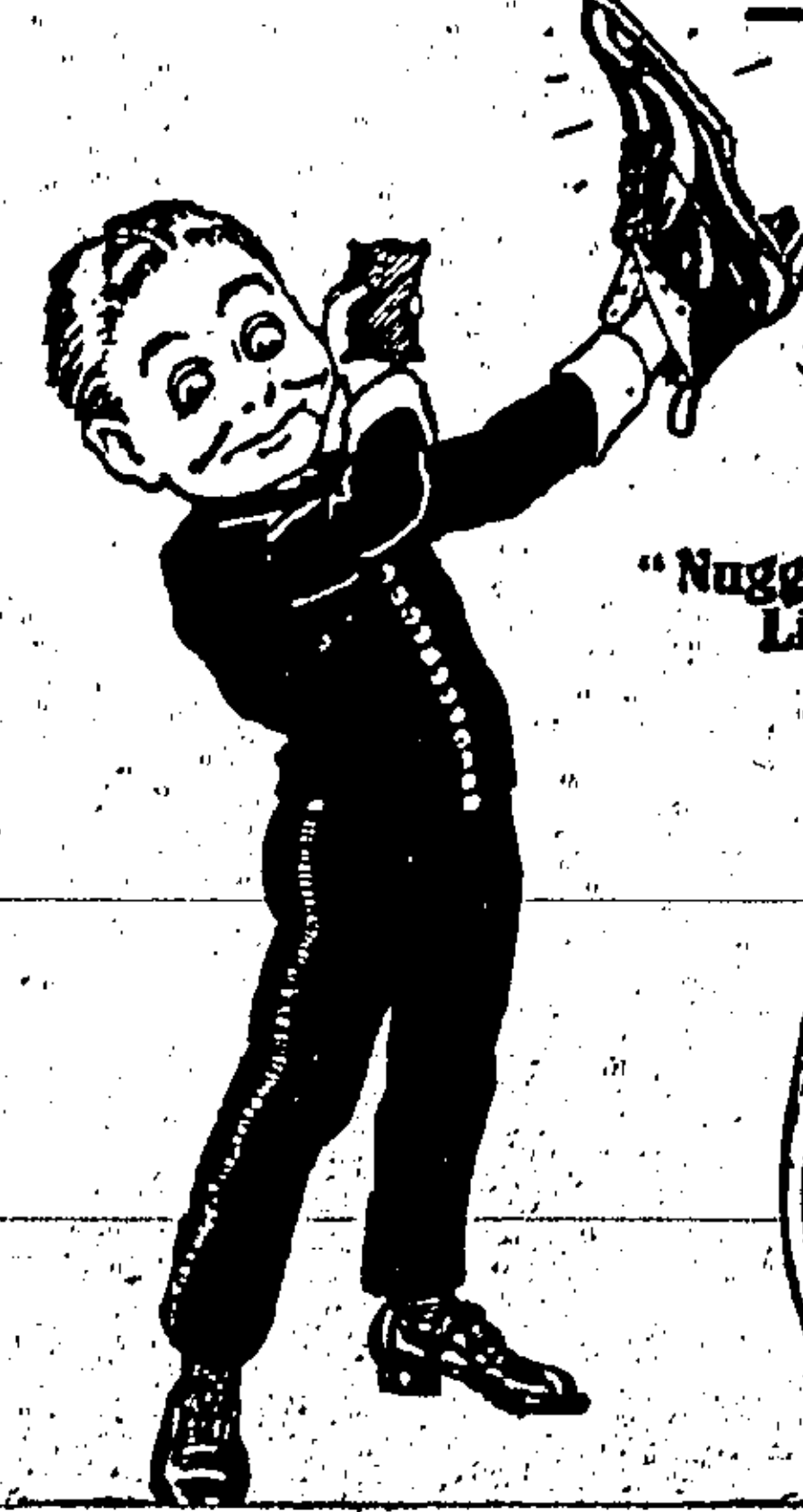
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"Nugget" will Double the
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MAN—very often hard to satisfy, but always a happy recipient of a thoughtful and useful present.

What will you give him this Christmas? We cannot illustrate everything we have so may we suggest you pay us an early visit and choose at your leisure from the delightful selection of stylish and useful presents.

Do your Christmas shopping early

Mackintosh's

MEN'S WEAR SPECIALISTS.

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BLACK PUDDINGS

60 cents per lb.

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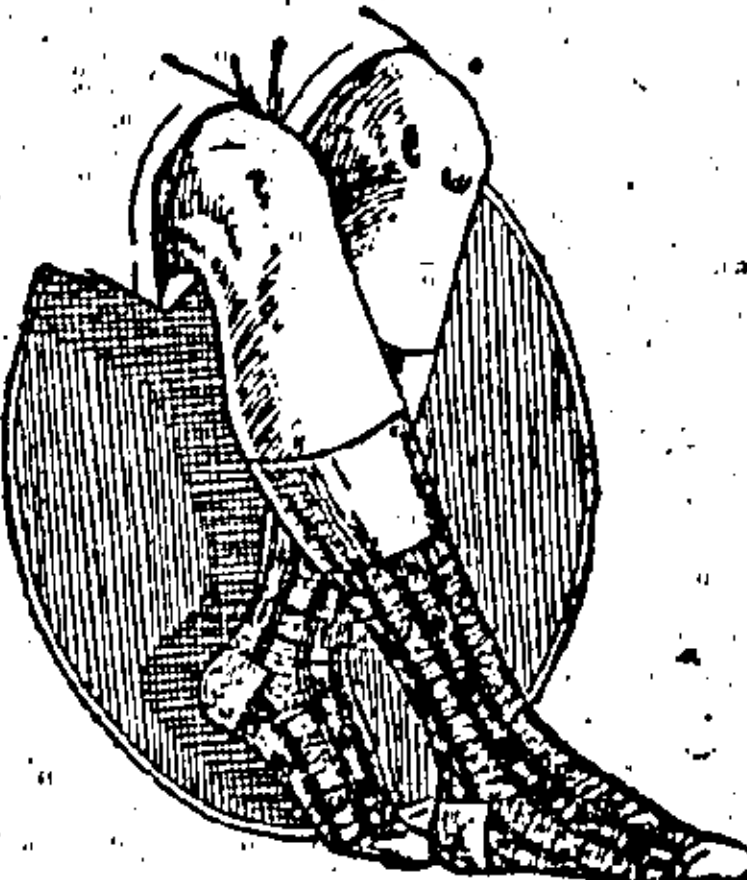
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Our Christmas display in our Men's Outfitting Department includes the very latest in TIES, HANDKERCHIEFS, SOCKS, PULLOVERS, Etc., Etc.



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The newest designs in all Wool, Silk and Art Silk and Wool, etc., etc.
A splendid assortment to choose from.

Price from \$1.50 to \$3.50 pair

GOLF HOSE
\$1.75 to \$7.50 pair.

SILK HANDKERCHIEFS

A beautiful range of Pure Silk Handkerchiefs in all the newest designs.

\$2.75 to \$4.95 each.

TIES & HANDKERCHIEFS

To Match

\$3.50 to \$6.50.

CALL AND INSPECT

WHITEAWAY, LAIDLAW & CO., LTD.

HONG KONG VEHICULAR FERRY.

POINTS FOR AND AGAINST.

ESTIMATES OF EXPENDITURE AND REVENUE.

At yesterday's meeting of the Legislative Council a paper was laid on the table in which a detailed account is given of the estimated cost of a vehicular ferry service between Hong Kong and Kowloon. The report reads in part as follows:—

A vehicular ferry appears the most practical assistance to facilitate vehicular communication between Hong Kong and Kowloon. A bridge over the harbour would be impracticable. A tunnel under the harbour has been considered, but the cost of its construction would be very much greater than the amount required for the provision of a vehicular ferry service. A harbour tunnel would also involve heavy recurrent charges for maintenance, ventilation, drainage and lighting.

The Director of Public Works submitted the following proposal on October 20th, 1928, which provides for a vehicular ferry service between berths at Jordan Road, Kowloon, and Murray Road, Hong Kong; the distance between ferry piers being about 1½ miles.

Ferry Pier Sites.

Jordan Road, Kowloon.—The proposed site occupies an area of about 115,000 square feet on the south side of Jordan Road and abuts on Admiralty property. Of the above area, about 85,000 square feet would be obtained by a reclamation protected by an ordinary type sea wall; the remainder by two projecting arms, which would form the ferry berth. The western arm of the berth would be constructed in solid blockwork; the eastern arm in reinforced concrete. The reclamation is to provide proper accommodation for traffic and a parking area for vehicles; in addition, sufficient space would be available for garages to accommodate about 40 cars and/or lorries.

Hong Kong Site.—The proposed site occupies an area of about 50,000 square feet at the north end of Murray Road and within the precincts of the Victoria Recreation Club property and the Praya frontage. 50,000 square feet of this site would be provided by an ordinary type reclamation. The vehicular ferry berth is projected in a north-westerly direction from the north side of this reclamation. The proposal includes provision for a public landing place on the west side of the reclamation to replace Murray Pier which would have to be removed. To provide accommodation for traffic and a parking space for vehicles, the area made available by the proposed new work requires to be increased by taking over a portion of the property leased by the Victoria Recreation Club.

The design of the ferry boat provides for carrying about 20 five-seater motor-cars or a proportionate number of other vehicles, together with 250 third-class passengers on a lower deck, and 540 first-class passengers on an upper deck. The length of the boat proposed is 150 feet, with a beam of 38 feet which is splayed above the water-line to give a deck width of 50 feet. To avoid the necessity of turning at the berths, the boats would be double-ended. The design provides for vehicles and passengers embarking or disembarking at either end of the boat. When the ferry-boat is berthed, a double deck ramp about 85 feet in length would provide facilities for traffic between the decks and the roadway. The ramp would be hinged at the shore end in such a manner as to permit the seaward end to be raised or lowered and thus provide for adjusting the outward end of the ramp to the level of the boat deck whilst the shore end of the ramp remains at the street level. The ramp would require to be operated by mechanical power as the construction of pontoons for this purpose is not practical. The steepest grade on ramps will be about 1 in 9; this would occur at lower water of extraordinary Spring Tides.

It was proposed that the ferry boats should be designed for a speed of about 10½ knots, i.e., a crossing including time occupied in berthing will take about 10 minutes. A period of 10 minutes at berths should be ample time for unloading and loading of boats. Two ferry boats should therefore provide a twenty minute service. A faster service may be necessary at certain periods of the day. For this purpose, and for the proper maintenance of a 20 minute service, it is considered that three vehicular ferry boats are necessary.

Estimated Cost.

The estimated cost of establishing the proposed vehicular ferry service is as follows:—

Jordan Road: Reclamation, Ferry Pier and Offices (estimate includes about \$75,000)

Hong Kong Site:	
Reclamation, Ferry Pier, Office, taking over V.R.C. property and road formation. (Estimate includes about \$75,000 for office and \$125,000 to replace Murray Pier)	620,000
Ferry Boats:	
3 Nos. Vehicular and Passenger ferry boats.	750,000
Total cost of piers, and ferry boats	\$1,850,000

Whilst the cost of operating the proposed ferry service can be estimated with some degree of accuracy, the volume of traffic which would make use of the vehicular ferry is not known. In consequence, a correct estimate of receipts could not be framed; however, in order to show how the vehicular ferry service would be required to operate in order to give a satisfactory return for the first year, the following assumptions were made:—

- Twenty minute service.
- Ferry boats to ply between 8 a.m. and 12 midnight, thus making 108 trips per day.
- An average of 4 vehicles carried per trip.
- An average of 30 first-class and 20 third-class passengers carried per trip.

108 ferry crossings per day, 4 vehicles carried per trip. Say 450 vehicles at average fare of \$2 per vehicle per trip	900
30 first-class passengers on 108 trips. Say 3,000 first-class passengers at 10 cents per trip	300
20 third-class passengers on 108 trips. Say 2,000 third-class passengers at 5 cents per trip	100
Total revenue from traffic per day	\$1,300
Total revenue from traffic per annum: 365 days x \$1,300	\$474,500

Rent of 40 sites for garages at \$100 each	4,000
Total revenue per annum	\$479,500

Annual Expenditure.

Cost of operating and maintaining 3 ferry boats	\$128,000
Crews	17,000
Salaries of clerical staff, inspectors, lift attendants, coolies and seamen	15,000
Depreciation of ferry boats 7½ per cent.—\$750,000 (estimated cost)	56,250
Maintenance of piers and ferry buildings, etc.	16,000
Depreciation of piers and buildings and sea walls, 3 per cent. of \$1,000,000 (estimated cost)	30,000
Total expenditure including depreciation	\$262,250
Net revenue per annum	\$216,250

On March 21st, 1927, Government addressed the Hong Kong General Chamber of Commerce regarding the proposed vehicular ferry installation and invited comments on the above statement of revenue and expenditure, more particularly in regard to the estimated volume of traffic using the service.

The reply received from the Chamber of Commerce on April 8th, 1927, contained the following observations, which were framed on the assumption that the proposed service was to operate between the neighbourhood of the Central Market on Hong Kong side and Jordan Road in Kowloon:—

- "A twenty minute service with three boats running continuously for 18 hours is regarded as impracticable, and allowance must be made for periodical overhaul. It is not thought that 2 boats could maintain a 20 minute schedule with cars to load and unload."

In this connection, it has been ascertained that at Vancouver, two ferry-boats capable of carrying 18 vehicles each, maintain a 20 minute service across Burrard Inlet, a distance of two miles.

- Sets out details of vehicles transported during January 1927, viz.:

403 cars, 9 lorries and about 200 motor-cycles and side-cars, and adds:—
"It would seem therefore that, to start with, an hourly service would meet the needs on week days, and a half-hourly service on Sundays and holidays except during the busy hours (8 a.m.—10 a.m.; 12 noon—2 p.m. and 5 p.m. to 7 p.m.) when a 20 minute

With an established ferry service, the transport of motor-vehicles will increase and there will be a movement of cargo from points in Kowloon to Hong Kong and vice versa from door to door by lorry. Moreover, private cars will be transferred in much larger numbers with improved facilities. My Committee cannot express an opinion as to the rapidity of this development and consequently the revenue to be expected. But if the growth of motor-cars in the Colony is any guide then the development should be fairly rapid. Lorry transport will depend, of course, on the comparative costs of delivering cargo by that means. The frequency of the ferry service would have to be increased to meet the growing requirements.

(c) The estimated number of passengers is too high, though this depends on the points between which the service will run. The Star Ferry state that their average carrying is only 52 first-class and 58 third-class per trip. Their third-class fare is 4 cents against Government's proposed 5 cents.

Additional data as to the location of the proposed sites for the ferry piers was supplied to the Chamber of Commerce on May 17th. A letter dated July 14th from the Chamber states:—

"The Victoria Recreation Club does not appeal to the Chamber as a suitable site and it considers Arsenal Street would be preferable for the terminus on the Hong Kong side" and sets out arguments in favour of the Arsenal Street site and against a terminus at the Victoria Recreation Club.

The Chamber considers Jordan Road as a most suitable site for a vehicular ferry terminus and suggests that the Yau-matli passenger service should come to Jordan Road instead of inside the typhoon refuge, also that the vehicular service might be run in connection with the Yau-matli service with combined termini at Jordan Road and as formerly proposed at Jubilee Street. Later when development was under way, the Chamber considers that vehicular ferries might be run from Jordan Road to a point east of Arsenal Yard, and suggests that it would welcome a conference with the heads of appropriate Departments, should Government consider the above-mentioned or other points might be usefully discussed.

A conference was duly arranged, and on August 16th the Chamber reported:—

"In the course of the proceedings, the relative merits of sites at the Victoria Recreation Club and at Arsenal Street were discussed. The Harbour Master pointed out that, besides the objection of distance, a route across the harbour from Arsenal Street to Jordan Road would cross the Naval Anchorage, go through a very crowded part of the harbour and interfere with the operation of the Star Ferry at Kowloon Point. After some discussion, it was agreed that Arsenal Street would not be a suitable site."

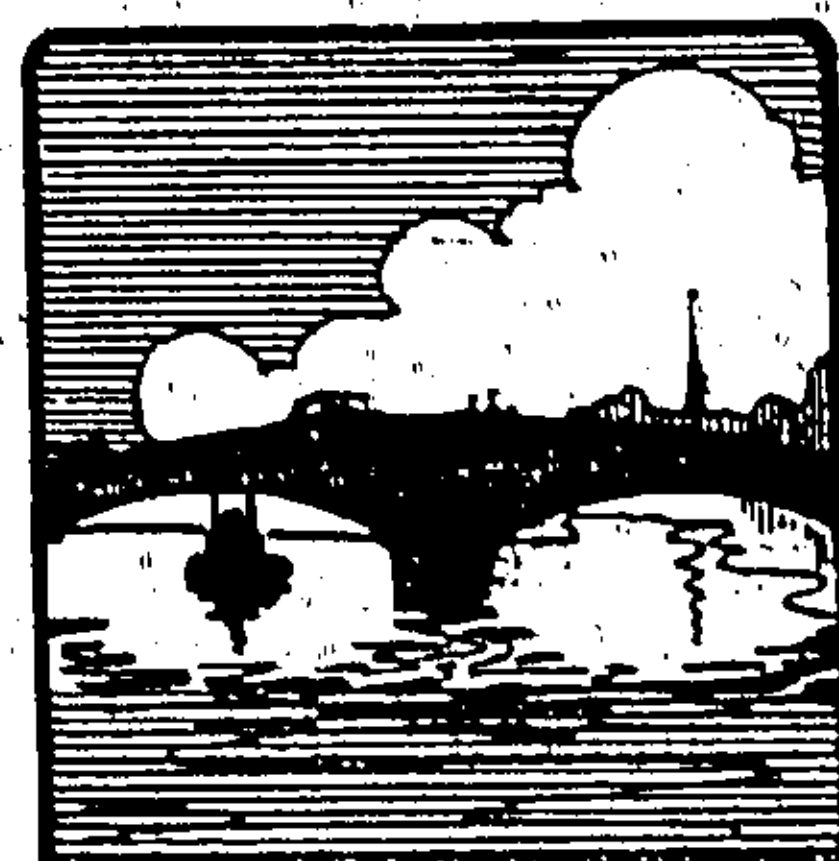
It was further pointed out that the objections to a site at Arsenal Street applied with almost equal force to a site at the Victoria Recreation Club. In addition, it was considered undesirable to concentrate in the centre of the city all the cross-harbour lorry traffic.

It was agreed in further discussion that it would be desirable to keep in view the possibility of an eventual need for two vehicular ferry systems across the harbour, having regard to the wide distance separating the Western district from the areas of development at Jordan Road and the first ferry piers to be built should be so selected as not to prejudice satisfactory arrangements for two systems. A point beyond Causeway Bay can be connected with Hung Hom by a route measuring only 1.34 miles.

A ferry between Jordan Road and the Western district of Hong Kong should obviously come first, and particularly as it is thought that eventually a second ferry may be required, the Chamber is of opinion that the Hong Kong terminus should be west of Blake Pier, giving a route to Jordan Road of 1.67 miles, as compared with 1.67 miles from the Victoria Recreation Club, and 2.04 miles from Arsenal Street. Such a route would least interfere with other traffic and be free from the objections mentioned in regard to the other sites under consideration.

A suggestion which commended itself to the Chamber was that the present Yau-matli Ferry should be combined with the vehicular ferry. The prospects are remote of there being much passenger traffic on a ferry from the Victoria Recreation Club to Jordan Road, but a vehicular ferry from Jubilee Street could not

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veniently take all the passengers who at present use the Yau-matli Ferry, and the additional revenue received would help to ensure financial success. On the Kowloon side passengers would be taken to a more convenient terminus than the Yau-matli Ferry.

That a terminus at Jubilee Street will cost more to construct was the Committee felt, outweighed by the consideration that a ferry pier is a permanent asset to the Colony, the more valuable the more suitably placed, and that the Jubilee Street site has a substantial advantage in facilitating the daily working of ferries by affording a comparatively clear route across the Harbour to Jordan Road.

In the light of further knowledge of the subject the Chamber therefore strongly favours the Jubilee Street site and considers that any anticipated difficulties in handling traffic, owing to the narrowness of some of the connecting streets, in that area, will be largely met by making two of the streets between Des Vœux Road and the Praya into one-way streets for arriving and departing vehicles respectively.

The Chamber had nothing further to add on the financial aspect of the proposal.

Jubilee Street Site—Hong Kong.

A design for a vehicular ferry berth in front of the new Government offices between Jubilee and Pottinger Streets occupies an area of 24,000 sq. ft. of which 67,000 is obtained by a reclamation, the remainder by two projecting reinforced concrete arms forming the ferry berth. The cost of construction is estimated at \$655,000 (includes \$80,000 for offices) as compared with an estimate of \$623,000 for the accommodation at the Victoria Recreation Club.

The information which had been obtained regarding the amount of vehicular traffic which the proposed installation was likely to handle, was considered insufficient to enable a decision to be taken on project involving such a large expenditure. In consequence, further investigations have been made, and this Government is indebted to many private individuals and public companies, in the Colony and abroad, for the information which has been collected.

Combined vehicular and passenger ferry services in America and Europe do not permit the transport of inflammable cargo, such as petrol, benzene, etc.; it has been decided, therefore, to exclude from consideration the transport of such goods by a vehicular ferry installation in the Colony.

Comparative Cost Of Handling Bulk Cargo.

It has been ascertained that cargo and freight from the godowns at Kowloon Point or the railway station can be delivered into godowns on the sea front in Hong Kong at a rate varying between \$1.50 and \$1.60 per ton, provided the consignment to be handled is not less than about 5 tons. The approximate cost of transporting and delivering materials by motor lorry via the vehicular ferry, between Kowloon Point and Godown on the sea front in Hong Kong would cost about \$3.20 per ton, this figure includes for about 1½ miles land transport on Hong Kong side, and is arrived at as follows:—

First cost of lorry to carry 2½ tons	\$5,000.00
Number of days worked	300
Return trip, Kowloon Point to West Point, including loading and unloading	3 hrs.
Average load each way	1½ tons
Length of working day	9 hrs.
Depreciation and interest per annum (per working day)	\$1,400.00
Say	\$4.70
Running expenses including loading and unloading	12.70
6 trips on vehicular ferry @ \$2.00 per trip	12.00
Total cost of loading, transporting and delivery to godowns of, say, 5 tons cargo handled between Kowloon Point and West Point via Vehicular Ferry	\$29.40 or about \$3.20 per ton.

It will be observed that the cost of transporting materials via a

vehicular ferry is influenced considerably by the ferry fare. Should this be fixed at \$1.00 per trip, the cost per ton would be reduced from \$3.20 to \$2.80 per ton.

The relative costs indicate that a vehicular ferry can not compete economically with the present method of cross-harbour transport for bulk cargo between godowns on the sea front.

There is considerable cross harbour transport of goods and materials in lots of less than 5 tons, these are principally for local consumption and include general merchandise, piece goods, provisions, wines, tobacco and cigarettes, dairy products, beef, mutton, poultry, vegetables, fruits, fish, household furniture etc. The cost of transport on a number of the above articles is at an agreed rate, per package, crate and/or basket; in such cases, it has been found difficult to compare the costs by present methods with the cost of transport via vehicular ferry.

In cases where actual figures for comparison were obtainable, these show that the cross harbour transport and handling of goods in small lots between premises adjacent to the harbour front is \$2.00—\$2.50 per ton, and when the premises are situated some distance from the harbour front, such as the Dairy Farm Co.'s stores, the cost may exceed \$5.00 per ton.

Groceries, provisions and general merchandise for local consumption arrive by ocean steamer and are delivered into godowns at Kowloon Point, a week's free storage being allowed. The cost of handling a total amount of such goods in excess of 10 tons would appear to be transported across the harbour daily by various merchants in Hong Kong. Some of the merchants are of the opinion that a vehicular ferry would be a great boon, affording them much better and more economical facilities for trans-harbour distribution of goods, and enabling goods to be collected from the godowns on the return trip, thus ensuring economy of transport with less risk of pilferage and/or damage to goods.

Little farm produce except vegetables—about 100 piculs per day—some pigs and cattle, cross from the Kowloon side. Generally speaking, cattle and pigs for slaughter purposes and the greater portion of market produce, i.e. fruit, chickens, etc., are imported by river or coaster steamer and disembarked on the Hong Kong side; the bulk of fish is also landed on this side of the harbour. A quantity of market produce and fish pass from Hong Kong to Markets in Kowloon, the amount cannot be definitely ascertained but is in excess of 25 tons per day, the present method of land transport is by coolie, water transport being effected by passenger ferry, motor boat or other small craft. These commodities, except live stock, could be made up in satisfactory loads for vehicular transport. Whilst the greater portion of this traffic is one way, viz. from Hong Kong to Kowloon, it is probable that a transport company could undertake the transport at little additional expense over present methods, and thus relieve to a considerable extent congestion on some portions of the harbour front and in the neighbourhood of the markets.

Regarding cattle and swine, the annual numbers transported across the harbour are approximately as follows:—
Cattle 8,500 and
Swine 24,000.
It is considered that the vehicular ferry could deal with this traffic in the early morning and offer better facilities than exist at present.

Due to the lack of satisfactory accommodation in Hong Kong, coal yards are situated in Kowloon. At present, advantage is taken of the Praya East Reclamation for the storage of a small quantity of household coal brought from Kowloon. When the facilities of the reclamation are no longer available, unless a berth is provided on the Hong Kong side for the reception of coal from junks or lighters, the handling of this commodity will cause obstruction of the Praya frontage. An average amount of about 10 tons of coal is delivered daily to households in Hong Kong. The cost of distribution of coal by present methods is less than via a vehicular ferry unless the ferry charges were negligible.
(Continued on page 11)

CHEN MING SHU
TAKES OVER.MARSHAL LI TSAI HSIN'S
ADVICE.

ONE REFORM AT A TIME.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, December 20th.

General Chen Ming Shu formally assumed the Chairmanship of the Kwangtung Provincial Government yesterday morning, with imposing ceremony at Government House. The event was attended by over 500 people including Marshal Li Tsai Hsin, all the officials of the Canton regime and all military leaders of note in the Province. Government House was beautifully decorated with flowers, flags, banners, and other appropriate designs; the interior walls of the offices had been white washed and the wood repainted. The rooms were furnished with new Western style furniture. At the entrance of the Government House was hung a floral design with the following inscription in Chinese: "To Commemorate the Inauguration of Chairman Chen."

After the preliminary ceremony General Chen Ming Shu took the oath of office. The Central Government was represented by Marshal Li, who made a speech in which he warmly praised the new Chairman. The Marshal went on to say:

THREE POINTS.

"There are three points which I should like to emphasize to the new Chairman from my past experience. First, the political situation in Kwangtung is getting more and more stable and efforts should be exerted without delay to introduce improvement and reforms. But all these political improvements and industrial enterprises should be brought about gradually and systematically. A fixed procedure should be strictly followed. No undue haste should be attempted. For this might upset the original purpose. Everything must be done by thought-out steps, one at a time. The ancients have well said, 'Do not rush, for rushing gets you nowhere.' The superior man contemplates his country for a century ahead. The fruits of his labour do not begin to appear until the third year. I sincerely hope that Chairman Chen will take to heart this maxim of the ancients while at the helm of the Provincial Government."

"Secondly, I do hope that Chairman Chen will tackle only one big problem at a time in the reconstruction of the Province. If one tries to tackle everything at once, nothing can be accomplished. Do one thing at a time and finish it first before you take up something else. In so doing the chances for a successful administration will be much greater."

BAD HABIT OF CHANGING STAFFS.

"Thirdly, the worst habit of any Government organ is to make wholesale changes in its staff when a new head is inducted. This has been true of the past, whether the government be military or civil in character. When a bunch of new hands come in, they do not know how to conduct business and consequently have to learn all over again. By the time they are familiar with their routine their chief is changed and they have to go out with him. How can permanent results be reaped with these constant changes going on? I sincerely hope that Chairman Chen will not follow their bad habits of the past and will employ or discharge subordinates according to their merits. I have found from experience that this is the best policy to pursue."

The new Chairman then thanked the Marshal for his advice. He said he would carry it out. The Chairman then dwelt upon the various reforms and improvements which he wants to see carried out. The Chairman's speech was similar to that delivered a few evenings ago at his home in Tungshan which has been reported in these columns.

WILLS AND ESTATES.

Wills released recently by the Supreme Court included that of the late Mr. Cahrlton Thorne, who died at the Ridge, near Petersfield, Hampshire. He left estate in the Colony amounting to \$40,000 and net personality at home valued at \$28,800. Re-issuing of the probate of his will has been granted to Mr. D. V. Stevenson, attorney of the widow Mrs. Nancy Stuart Thorne.

Two Chinese Estates.

Letters of administration of the estate of the late Mr. Li Fung, alias Li Fung Tse, who died on August 25th, at Canton, have been granted to Mr. John Fleming and Mr. A. Ritchie, chartered accountants of the firm of Messrs. Love Bingham and Matthews. Deceased left property in Hong Kong amounting to \$80,000.

Property to the value of \$25,000 was left by a Chinese accountant, named Wong Tung, who died in Hong Kong. Letters of administration were granted to his widow, Mrs. Li Tam Shi.

NEW ORDINANCES.

SIX PASS THE FIRST
READING.THE CARRIAGE OF GOODS BY
SEA.

BUILDING REGULATIONS.

On the proposals of the Attorney-General, seconded by the Colonial Secretary, six new ordinances were read a first time at the meeting of the Legislative Council yesterday afternoon.

LARCENY.

In moving the first reading of an Ordinance to amend the Larceny Ordinance, 1865, the Attorney-General remarked that the object of the Bill was to bring the law on the subject of larceny in Hong Kong into line with the later English law on that subject.

MAGISTRATES' POWERS.

An Ordinance to amend the Magistrates' Ordinance, 1890, was the next Bill read. The principal object of this Bill, said the Attorney-General, is to restore to the Magistrates the power of reviewing their own decisions on their own initiative. They possessed that power in the original Magistrates' Ordinance, No. 3 of 1890, but it was taken away from them in the Amending Ordinance of last year. It is considered desirable to restore that power to them. A further section of the Bill deals with a technical matter which is explained in the "Objects and Reasons" of the Bill.

BILLS OF LADING.

The Attorney-General in moving the first reading of an Ordinance to amend the law with respect to the carriage of goods by sea said:—This Bill when it becomes law will form part of what is intended to be an Empire-wide, and indeed world-wide, body of legislation dealing with the question of Bills of Lading. The reason for this body of legislation has arisen in this way. Take the case of English law as an example. The ship-owner was under very heavy obligations in common law with regard to the goods which he carried. He was liable for loss or damage in every case unless the loss or damage was incurred by Act of God, the King's enemies, an act of omission of the shipper or through some inherent defect in the thing carried. He was liable even if the goods were damaged by reason of the improper navigation of another ship, or if they were destroyed by fire or were taken from him by force. The ship-owner, however, was able to protect himself from these heavy liabilities by special terms in the contract of carriage. Accordingly the custom grew up of inserting exceptions in "Bills of Lading." These terms, relieving the ship-owner of his ordinary legal liability, became very numerous and the diversity of forms of Bills of Lading became very great. It was felt increasingly that more uniformity was desirable. There was also another consideration. Bills of Lading are documents of title and they pass from hand to hand of persons acquiring under them the rights and liabilities of the original parties, and these later holders—banks, consignees and others—had no control over the formation of the original contract and therefore they had no means of ascertaining whether the contract in question was sufficiently guarded their interests. It was, therefore, felt that some rule should be laid down under which ship-owners should be allowed to contract themselves out of their common law liabilities beyond a certain point.

The first proposal for dealing with this problem was that it should be dealt with by legislation. But it was felt by a large body of persons that legislation dealing with, or interfering with, commerce was undesirable and to be avoided if possible, and an attempt was made, first of all, to reach the desired result by means of agreement. A body of experts met at the Hague and in 1921 formulated a set of rules known as the Hague rules. It was hoped that these rules would be adopted voluntarily, but although some ship-owners did adopt them and embody them in their Bills of Lading, the adoption was by no means universal. Then arose again the question of express legislation on the subject, and an international conference held at Brussels decided to recommend to the respective governments represented legislation in each country to apply certain rules to outward Bills of Lading from the country in question. The legislation has been passed in England and in a great many Colonies and Protectorates and in Australia. The legislation was also introduced in the legislature of the United States, but I am not in a position to say whether it was passed or not. Australia is the only Dominion which has passed the English Act but Canada has adopted a somewhat similar Act restricting the rights of the ship-owner and New Zealand has adopted somewhat similar legislation.

This Ordinance, Sir, is a copy—almost an exact copy—of the English Act. There are certain differences, but they are all either differences which are suggested by the form of the English Act, or are expressly authorised or are obviously necessary. For example, Clause 5 of the Bill gives greater freedom to the ship-owner in regard to goods carried by sea from the Colony to places in the provinces of Kwangtung, Kwangsi or Macao. That is suggested by a similar provision in the English Act which removes from the strict operation of the rules goods carried by sea from a port in Great Britain or Northern Ireland to another port in Great Britain or Northern Ireland or to a port in the Irish Free State. Again, article 10 of the Rules, gives the debtor the right to discharge his debt in Hong Kong currency in accordance with the rate of exchange prevailing on the day of arrival of the ship at the port of discharge of the goods concerned. This has been inserted under the right of local legislatures to insert such a rule, which right was given in the draft Convention agreed to at the Conference at Brussels.

The third substantial difference from the English Act is that junk, launch and motor-boat traffic is excluded from the operation of the Rules. It is obviously necessary to exclude this traffic because in the trade carried on by these vessels it is not the practice to issue Bills of Lading at all and they would upset the incidence of the trade in question.

This seemed to make undesirable any attempt to secure uniformity with trade carried on by ocean-going ships.

There are two other slight differences, a technical reference to certain local legislation and the necessary alteration of date—otherwise the Bill is a copy of the English Act, and it is desirable that it should be because one of the objects of the Bill is that the body of legislation should be uniform on this subject throughout the Empire.

REGISTERED DESIGNS.

The Attorney-General, in moving the first reading of an Ordinance to protect the registered proprietor of any design registered in the United Kingdom, said:—This Bill was suggested by the Secretary of State for the Colonies who sent certain drafts of Bills which might be adopted to affect the desired purpose. The form which appears in this Bill received the approval of the Committee of the Hong Kong General Chamber of Commerce. The scheme of it is to give in Hong Kong to a registered proprietor of a design in England under the Patents and Designs Acts, the same rights with regard to the registered design as if his rights in the United Kingdom had been expressly extended to Hong Kong. It does not provide for any registration of designs out here, but gives the proprietor the same rights out here as in England with respect to designs registered there.

PUBLIC HEALTH AND
BUILDINGS.

The Attorney-General moved the first reading of an Ordinance to amend further the Public Health and Buildings Ordinance, 1904. He said: The clauses of this Bill fall into certain broad classifications. They relate to what I may call departmental or technical matters. As an instance of a departmental matter I might mention the provisions which are inserted in order to give effect to the transference to the Sanitary Board of the licensing of Eating Houses. As an instance of what I call technical matters I might refer to clause 8 which is intended to tighten up and improve the procedure for the seizure and condemnation of unwholesome food. That is the first classification.

One clause stands in a classification by itself; that is clause 7. It has been found on enquiry that the sale of food in the Hill District, in places kept for the purpose of the sale of food, is a matter which might be a source of danger unless the places in question were properly controlled and supervised. Clause 7, therefore, proposes to make the sale of food in the Hill District, in any special place kept for that purpose, illegal except under licence and in accordance with the terms of such licence.

There are two clauses which deal with the question of penalties, clauses 1 and 12. Clause 11 proposes to increase from \$100 to \$500 the penalty for blasting during improper hours or without taking proper precautions. Clause 12 proposes to increase either from \$100 or \$200 to \$1,000 the penalties for material misrepresentations in building notices, material misrepresentations in building plans and material divergences from building plans which have been approved by the Building Authority. In three at least of these cases the offence is a matter which might very well endanger human life, and I think Hon. Members will agree that the new penalties are not excessive in view of that consideration.

The last classification or group are two clauses, 10 and 14, which deal with the liabilities of building owners, architects and the officers of the Government who are concerned with passing building plans. Clause 10 amends Section 204 of

SHARP PUNISHMENT FOR
CRUELTY.DOG THROWN FROM A
VERANDAH.

A woman who threw her dog over a verandah in order to escape a summons for not taking out a license was severely "dressed down" yesterday by Mr. E. W. Hamilton at the Kowloon Magistracy.

Sergeant Jessop explained that he paid a call at defendant's flat because he suspected her of not taking out the dog license. No heed was paid to his knock but on looking through a crack in the door he saw the woman take the dog to the verandah and throw it into the street. Then the door was opened.

While he was interviewing the woman the dog crept back into the room with an injured leg.

The woman said that the dog "got frightened" and jumped over the verandah.

Mr. Hamilton: You were actually seen to throw the dog over the verandah. I believe the sergeant's evidence. You are a liar. You are considerably worse than a liar; you are nothing but a beast. You are fined \$25, or one month's hard labour.

The principal Ordinance. That section provides that no new building may be occupied until the authorized architect has reported to the Building Authority that the building complies with the Building Ordinance and the owner has received from the Building Authority a certificate that the Ordinance has been complied with. It seems unreasonable that the Building Authority should have to give a certificate that the Ordinance has been complied with when it is the business of the owner and architect to see that the requirements are complied with. Therefore it is proposed to require the architect to certify that the provisions of the Ordinance have been complied with and to certify that the building is structurally safe. On receiving that certificate the Building Authority may issue a certificate for the occupation of the building.

Clause 14 proposes to insert in the principal Ordinance a new section providing that no legal liability shall rest on the Government or any officer of the Government by reason of the fact that buildings or works, other than Government buildings or works, have been or may be erected and carried out upon designs or plans approved by the Government, or any Government officer, in many cases building plans have to be approved by the Building Authority. In many cases the Building Authority must give his approval to particular materials and forms of construction. It is intended to make it quite clear that his consent and approval does not lay on him or the Government any legal liability regarding the carrying out of the work so approved.

PHARMACY AND POISONS
BILL.

In moving the first reading of an Ordinance to amend the Pharmacy and Poisons Ordinance, 1916, the Attorney-General said: The chief object of this Bill is to bring our law into line with the English law on the subject of the sale of poisons. It also contains certain other provisions which may be described as technical.

Resolutions.

On the proposal of the Colonial Secretary, seconded by the Attorney-General, permission was given to the Hong Kong Tramways, Ltd., to carry out construction work as recently advertised.

It was also decided that the percentage on the valuation of tenements payable as rates in Apichau should be altered from ten to ten and a half per cent. The Colonial Secretary announced that public water and public lighting had been introduced into Apichau and the increase in rates was in accordance with the usual scale.

Happy Christmas.

H.E. The Officer Administering the Government, after announcing that the Council would adjourn until Thursday, December 27th, said: Before we separate I should like to take the opportunity of wishing members a very happy Christmas. I would also inform members of Council that this is the last occasion that we shall have the pleasure of the assistance of Mr. Breakspear who has been the official reporter of this Council for a good many years. I wish him a very pleasant and successful time at home.

Those present at the Council meeting were: H.E. The Officer Administering the Government, H.E. The General Officer Commanding the Troops, the Colonial Secretary, the Attorney-General, the Colonial Treasurer, the Director of Public Works, the Secretary for Chinese Affairs, the Captain Superintendent of Police, the Hon. Sir Henry Pollock, the Hon. Sir Shou-sun Chow, the Hon. Mr. A. C. Hynes, the Hon. Dr. R. H. Kotewall, the Hon. Mr. J. O'G. Hughes, the Hon. Mr. B. D. F. Beith and Mr. H. R. Butters (Deputy Clerk of Council).

STRAITS BANKNOTE
CASE.SEIZURE OF ALLEGED
FORGERIES.CARRIER COMMITTED FOR
TRIAL.

A Chinese shroff, from the Mercantile Bank gave evidence as an expert on forgeries before Major C. Willson at the Central Magistracy yesterday in the case in which a Chinese is charged with possession of 342 ten-dollar Straits Settlements notes alleged to be forgeries.

Mr. Tam Cheung Hing, the witness, said that he had examined the 342 notes and found them all to be forgeries. In a genuine note the head of the "Tiger" watermark, the impression 10 dollars on the left side of the paper, and the picture appearing on the face of the paper and on the reverse were clearer than in the forged note. Further the whole body of the forged note looks rougher than the genuine one. Witness added that he did not consider them to be good forgeries, but they were good enough to deceive the man in the street.

A Chinese revenue officer gave evidence of stopping the defendant for search on the Tung On Wharf at about noon on December 10th. Witness noticed that the man's girdle was bulging and on enquiry was told that it was opium. The man was then taken to the office and searched by Revenue Inspector Grimmit and he found four packets of bank notes which he heard the officer say were forgeries.

Revenue Inspector Grimmit stated that he made the man untie his belt and found four small brown paper packets tied to the bare skin with a black silk scarf. On opening one of the packets witness found it to contain Straits \$10 notes. Witness was told by the man that he was given the notes by a man named Leung Kee in the lavatory of the S.S. Sai On and he offered to point the man out. A visit was made with the prisoner to the Tak Wan tea-shop, but he failed to point out the man. The notes which he had handed to the Superintendent of Imports and Exports were given back to witness by Mr. E. R. Dovey, Government Analyst, and he took them and the prisoner to the Director of Criminal Investigation.

After further evidence defendant was committed for trial at the Criminal Sessions.

HERBALIST AND WESTERN
MEDICINE.CHARGE AGAINST CHINESE
PRACTITIONER.

LEGAL ARGUMENTS.

The case against a Chinese herbalist, named Wong Sing Poon, who is charged with practising medicine for gain without being registered, was continued before Mr. R. E. Lindsell at the Central Magistracy yesterday. The prosecution arose from the discovery on the defendant's premises of certain drugs and equipment which are not part of the outfit of a native practitioner.

Mr. F. H. Loseby, for the defence, submitted that it was no offence to practice medicine although it was an offence to assume titles, which had not been properly earned. He thought the most the police could make of the case was that the defendant was practising for gain as a Chinese doctor but using non-Chinese methods.

Mr. Lindsell, commenting on the different cases cited by the defendant, said that the chemist who attended to a customer seeking a cure for a cold, or the nurse who attended a patient, was not practising for gain beyond what he or she received as salary. Neither could they say the same of a policeman who gave first-aid or a member of the St. John Ambulance Brigade who vaccinated people because such aid was purely voluntary and disinterested.

Arguing further on the air of the Ordinance, Mr. Loseby said that if it was strictly adhered to then Christian Scientists and mesmerists were liable to be brought before the Court. If medicine was a science it called for progressive research and an ambitious Chinese might be expected to do a little investigation on his own account and use such methods as he thought might help him to make him proficient.

His Worship, thought there was evidence that defendant had committed an offence. The presence of certain things in his surgery was some corroboration of the argument that he was practising Western medicine. However, his Worship would adjourn the case to consider

GIFTS THAT ARE WORTHY

ALL DEPARTMENTS

WILL BE OPEN TILL

6 P.M.

TO-MORROW, SATURDAY.

LANE, CRAWFORD, LTD.

THE IDEAL XMAS GIFT

WHATEVER YOU PAY YOU CANNOT
GET SO GOOD A GRAMOPHONE.The
Anderson Music
CO., LTD.

SAY WHEN?

NOW - and at any time
when Quality is the first
consideration—the call is"King George IV"
The Scotch Whisky of 'Good Taste'SOLE AGENTS:
GANDE, PRICE & CO., LTD.

HONG KONG

NEW ADVERTISEMENTS.

THE GREAT NORTHERN TELEGRAPH CO., LTD., OF DENMARK.

HONG KONG STATION.

CURRENCY CHARGES ON TELEGRAMS.

SENDERS OF TELEGRAMS are hereby notified that from the 1st JANUARY, 1929, until further notice, the Charges for Telegrams will be collected at the Rate of Dollar 0.43 to equal Franc 1.00.

E. JESSEN, Superintendent.
Hong Kong, 21st December, 1928. [7130]

LOST.

BROOCH set with DIAMONDS and SAPPHIRES. Will Finder please communicate with MRS. SVERRE BERG, Tel. No. 248 or CENTRAL 2942. Reward offered. [7131]

IN THE SUPREME COURT OF HONG KONG.

IN THE MATTER OF THE ESTATE OF ALEXANDER DONALDSON, LATE OF THE S.S. "LEUNG KWONG," ENGINEER, DECEASED.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of the Probate Ordinance 1897 (No. 2 of 1897), made an Order Limiting the Time for sending in Claims to or against the above Estate to the 13th DAY OF JANUARY, 1929. Creditors and Claimants are hereby required to send their Claims to the Undersigned by the above Date.

Dated this 14th day of December, 1928.
C. D. MELBOURNE,
Official Administrator. [7129]

IN THE SUPREME COURT OF HONG KONG.

PROBATE JURISDICTION.

IN THE GOODS OF EVA LOUISE MACKRELL, LATE OF ARBURY PARK, NEW JERSEY, U.S.A., AND OF SHAMWEE, CANTON, DECEASED.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of the Probate Ordinance, 1897, made an Order Limiting the Time for Creditors to send in their Claims against the Estate of the above named deceased to the 14th DAY OF JANUARY, 1929. Creditors and Claimants are accordingly hereby required to send in their Claims to the Undersigned on or before that Date.

Dated the 15th day of December, 1928.
WILKINSON & GRIST,
9, Queen's Road Central,
Solicitors for the Administrator. [7128]

IN THE SUPREME COURT OF HONG KONG.

ORIGINAL JURISDICTION.

MISCELLANEOUS PROCEEDINGS No. 24 of 1928.

IN THE MATTER OF HAFIC, LIMITED (AND REDUCED) AND IN THE MATTER OF THE COMPANIES ORDINANCES 1911-1925.

NOTICE IS HEREBY GIVEN that the Order of THE SUPREME COURT OF HONG KONG, Dated the 17th DAY OF DECEMBER, 1928, confirming the Reduction of the Capital of the above named Company from 21,000,000 to 19,447,500 and the Minute AP-PROVED by the Court showing with respect to the Capital of the Company as altered, the several particulars required by the above mentioned Ordinance was registered by the Registrar of Companies on the 18th DAY OF DECEMBER, 1928.

DEACONS,
Solicitors for the above named Company,
No. 1, Des Voeux Road Central,
Victoria, Hong Kong. [7127]

THE CHINESE ENGINEERING & MINING CO., LIMITED.

PAYMENT OF FINAL DIVIDEND ON SHARES FOR THE YEAR ENDED 30th JUNE, 1928.

THE Company, having declared a FINAL DIVIDEND of 15% (Fifteen Per Cent), free of Income Tax, for the Year ended 30th JUNE, 1928, Holders of Bearer Shares and Holders of Dividend Warrants received from London on account of their Dividend on presenting No. 33 Coupon of the Bearer Shares, and Dividend Warrants on Registered Shares, to any one of the following Banks—

THE HONG KONG & SHANGHAI BANKING CORPORATION.
THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.
THE BANQUE PARAYRE & LEBLANC.

The Payment will be made in Dollars at the Buying Rate of Exchange of the day.

P. C. YOUNG,
General Manager,
THE RAILWAY MINING ADMINISTRATION. [7121]

INTIMATIONS.

FANLING HUNT

ALL HOUND FIXTURES are CANCELLED until further Notice owing to an Outbreak of Distemper.
The MEET on SUNDAY, 23rd INSTANT, will be, at the HUNTERS ARMS at 11 A.M. and will take the Form of A "CROSS-COUNTRY SCRAMBLE."

THOMSON & CO.,
Secretaries and Treasurers.
[7122]

FANLING HUNT
FANLING HUNT
FANLING HUNT

STEEPLECHASES.

SATURDAY, 22nd DECEMBER.

FIRST RACE—3.00 P.M.

ADMISSION:

To Public Enclosure—\$1.00.
(Soldiers and Sailors in Uniform—Half Price.)

CARS PARKED ON THE COURSE \$10.00 EACH.

SPECIAL TRAIN:

Leaves Kowloon: 1.50 P.M.

Returns: 5.40 P.M.

FIRST CLASS RETURN FARE including Admission to Public Enclosure—\$2.00.

FREE PARKING FOR CARS. [7108]

BY ORDER OF THE MORTGAGEES.

THE Undersigned have received Instructions

To Sell By

PUBLIC AUCTION,

ON

FRIDAY,

THE 21st DAY OF DECEMBER, 1928,

AT 3 P.M.

At THEIR AUCTION ROOMS,

No. 4, DUNDRELL STREET,

VICTORIA, HONG KONG.

THE VALUABLE LEASEHOLD PROPERTIES

No. 36-38 (Even Numbers) CHATEAU ROAD, KOWLOON

Erected on

HONGKONG ISLAND Lots Nos. 222 & 223

IN TWO LOTS.

Particulars of the Properties are—

Lot 1.—All that Piece or Parcel of

Ground situated at HONGKONG in the

Colony of Hong Kong and registered in

the Land Office as HONGKONG

ISLAND Lot No. 222 together with the

Messuages or Tenements thereon

known as Nos. 36-38 (Even Numbers) CHATEAU ROAD.

Area: 10,000 Sq. Ft. or thereabouts.

Crown Rent: \$121 Per Annum.

Lot 2.—All that Piece or Parcel of

Ground situated at HONGKONG in the

Colony of Hong Kong and registered in

the Land Office as HONGKONG

ISLAND Lot No. 223 together with the

Messuages or Tenements thereon

known as Nos. 36-38 (Even Numbers) CHATEAU ROAD.

Area: 7,980 Sq. Ft. or thereabouts.

Crown Rent: \$90 Per Annum.

Further Particulars and Copies of the

Particulars and Conditions of Sale may

be had from—

Messrs. DEACONS,Vendor's Solicitors,

1, Des Voeux Road Central, Hong Kong;

or

Messrs. LAMBERT BROS.,
The Auctioneers. [7092]

G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS

of the Sale by Public Auction to

be held on MONDAY, the 24th DAY

OF DECEMBER, 1928, at 3 P.M., at the

Office of the Public Works Department,

Order of His Excellency the GOVERNOR,

of One Lot of CROWN LAND at

Shamshuipo, in the Colony of Hong

Kong, for a term of 75 years, commencing

from 1st July, 1898, with the option of

renewal at a Crown Rent to be fixed by

the Surveyor of His Majesty the KING,

for one further term of 24 years less

three days.

PARTICULARS OF THE LOT.

No. of Sale.

Registry No.

Locality.

Boundary Measurements.

Contents in Acres, Roods, and Square Feet.

Annual Rental.

Upset Price.

At per sale plan.

Amount.

INTIMATIONS.

ST. GEORGE'S BALL.

4th JANUARY, 1929.

MEMBERS are Requested to send in their Applications for TICKETS to the BALL as soon as possible to Messrs. RUTLIN & SOMMERFELT, Joint Ball Secretaries, 9/9 LINTHAIN & DAYS [7081]

THE HONG KONG JOCKEY CLUB.

ANNUAL RACE MEETING.

25th, 26th, 27th FEBRUARY,

AND 2nd MARCH, 1929.

DRAFT PROGRAMMES and ENTRY FORMS are Now Ready and may be obtained at the RACE COURSE, HONG KONG CLUB and CAUSEWAY BAY STABLES. [7109]

FOR SALE.

H.P. SINGER SALOON.

Excellent Condition. Mileage: 12,000.

Apply—

ALLAN KEITH,
GREEN ISLAND CEMENT CO., LTD.,
St. George's Building. [7124]

"THE PEAK MANSIONS."

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation.

Five-Roomed and Six-Roomed APARTMENTS

with all Modern Conveniences, Drying Rooms and Out-houses, Two Lifts.

Apply to—

CREDIT FONCIER,
D'EXTREME-ORIENT,
4th Floor,
FRANCK BANK BUILDING.

TO BE LET.

HOUSE at BROADWOOD ROAD—Two Bedrooms and Bathrooms. Two Reception Rooms. Garden and Tennis Court.

Apply to—

JOHNSON, STOKES & MASTER,
PRINCE'S BUILDING. [7125]

TO LET.

NO. 36 and No. 36A, QUEEN'S ROAD CENTRAL, Ground Floors Only (opposite Queen's Theatre). Possession from 1st JANUARY, 1929.

Apply to—

WO FAT SING,
81, Wing Lok Street,
TEL. C. No. 5. [7118]

TO LET.

SUITE OF OFFICES (As A Whole or Part thereof) FACING THE HARBOUR ON 3rd FLOOR, ST. GEORGE'S BUILDING, comprising One Large, Two Medium-Sized and Two Small Rooms. Total Area: 2,450 Square Feet.

Apply to—

LOWE, BINGHAM & MATTHEWS
Chartered Bank Building. [7091]

TO LET.—QUARANTON, 15, Tux Peat (B.E. House), Furnished Seven Room HOUSE, Convenient to Tram and Motor Road. For particulars—Apply: HONG KONG REALTY & TRUST CO., LTD., EXCHANGE BUILDING. [7070]

WHY Continue to suffer when POO ON HERBS are within your reach—Kings, Emperors, Bishops, Doctors, and many others. Bronchitis, Cough, Constipation, Diabetes, Dropsy, Rheumatism, and many other Diseases. No Drugs, Purely Chinese Herbs.

POO ON HERBS CO.,
66, QUEEN'S ROAD CENTRAL, 1st Floor.
TEL. C. 5009.

Hong Kong Office: 11, Ice House Street.
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, DECEMBER 21st, 1928.

BRITISH, DUTCH, AND NATIVE RUBBER.

It is evident that British methods

in the rubber industry need over-

hauling and improvement no less

than in the coal and textile indus-

tries. Restriction of output—whether

in cotton-mills, collieries, or

on rubber estates—is certainly one

way of dealing with adverse con-

ditions, but working short time is

not a process which can be con-

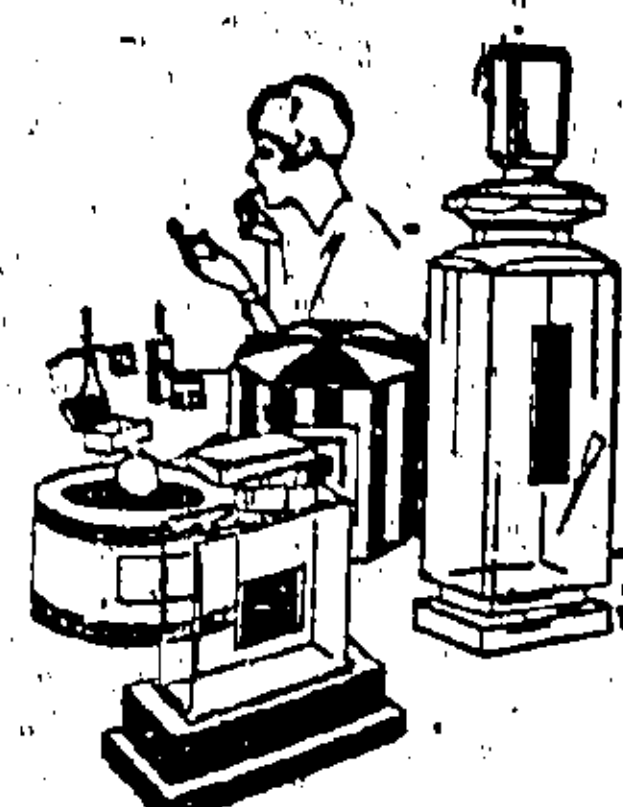
tinued indefinitely without leading

to disaster. Mr. J. Omssey Gonz,

supplies and to control production,

work.

INTIMATIONS.



Remembrance is born of a multitude of little things—a lift of the shoulder, a lifting laugh, a snatch of song—a breath of perfume.

The woman of to-day chooses her odour with this truth in mind. Like a master in the art of mosaic, she enhances the delicate pattern of her personality with a fragrance that gently points the way to remembrance.

We have the latest and best to select from

Coty: "L' Aimant"

Caron: "Nuit de Noel"

Bourjois: "Miss Kate"

Mulhens: "La Tosca"

Houbigant: "En Visite"

Bourjois: "Talis"

A. S. WATSON & Co., Ltd.

Under Secretary of State for the Colonies, has been looking into conditions in Ceylon and Malaya, with an incidental side-exursion to Java, and his report upon what he has seen and heard about the rubber industry makes instructive reading.

Those who believed that the Rubber Restriction Ordinance which came into operation in November, 1924, would solve the troubles of Malayan planters have been disappointed. They will be still more disappointed at Mr. Omssey Gonz's declaration that the prosperity of the rubber industry depends upon research rather than restriction. He points out that the principal result of the much-advertised scheme for restricting the output of rubber has been to stimulate immensely not only the production of rubber in territories not controlled by the British Colonial Office, but has led to a proportionate improvement in the quality of that increased output. This, of course, is not really news—the facts have been known for a long time, though possibly not very widely published through British channels.

For years Malaya has been lagging far behind Java in the matter of scientific rubber planting. The Dutch have been patiently and persistently experimenting with various descriptions of manures, new methods of bud-grafting, and scores of other highly important details of rubber growing aimed at increasing the yield of individual trees and improving the quality of the output. Much more active research work of this character has been done in Java than in Malaya, though probably Mr. Omssey Gonz was not aware of it until he accepted the hospitality of his Dutch friends and saw for himself what they have been and are doing. He pays tribute to the fine record of achievement—and particularly in scientific research—which he found drawn to that it is in this direction, rather than in simply restricting output, that British rubber planters must devote their energies.

At the recent general meeting of Harrison and Crosfield, the chairman, Mr. H. Eric MILLER, one of the leading figures in the rubber plantation industry, treated shareholders to a very comprehensive review of the present situation and prospects of this commodity. After referring to the Government decision to abandon restriction, with its doleful results, and comparing this action with that of the American Government, which is continuing to restrict output, he pointed out that British methods in the rubber industry need overhauling and improvement no less than in the coal and textile industries. Restriction of output—whether in cotton-mills, collieries, or on rubber estates—is certainly one way of dealing with adverse conditions, but working short time is not a process which can be continued indefinitely without leading to disaster. Mr. J. Omssey Gonz, supplies and to control production, work.

News and Views.

Owing to lack of space, R. Abbi's Cricket Notes have been unavoidably held over and will appear in to-morrow's issue.

The s.s. Saarland (H.A.L.) left Singapore on Wednesday the 19th instant at 6 a.m. and is due here on Tuesday the 25th instant at 6 a.m.

Sir F. Whyte and Lady Whyte and Captain and Mrs. E. I. M. Barrett were among the passengers arriving here yesterday by the Empress of Asia.

Thirteen more cases of small-pox were reported yesterday, twelve from Kowloon and one from Victoria. Other cases of notifiable disease were four of enteric and one of diphtheria. All patients were Chinese.

THE KING'S ILLNESS.

REFERENCE IN LEGISLATIVE COUNCIL.

WELCOME TO SIR HENRY POLLOCK.

At the meeting of the Legislative Council yesterday afternoon, H.E. The Officer Administering the Government referred to the general anxiety occasioned by the King's illness.

His Excellency said: Hon. Members of the Legislative Council.—Before we take up the business on the agenda, I should like to make reference to that matter which has during the past fortnight been uppermost in the minds, not only of Hon. Members, but of all His Majesty's subjects, namely the serious illness of His Majesty the King. It is too early to say that our anxiety is allayed, but I am sure that the Council will have received with feelings of the keenest relief the welcome news that His Majesty continues to make progress and that there are now surer grounds for the hope of His Majesty's recovery. We respectfully tender our sincerest sympathy to Her Majesty the Queen and the Royal Family in the anxious period through which they have been and still are passing.

Sir Henry Pollock.

His Excellency continued: There is one other matter which I wish to mention. I feel sure that Hon. Members will wish me to offer to Sir Henry Pollock our congratulations on his recovery and to extend to him a very hearty welcome on his return to a participation in our deliberations.

Sir Henry Pollock: I thank you, Sir, very much for your very kind remarks.

KOWLOON-CANTON RAILWAY AMBULANCE MEN.

HO FOOK CUP WON BY "A" TEAM.

The finals for the Ho Fook Cup for Railwaymen of the S. & C. Railway were won by the "A" team of the Kowloon Canton Railway, who scored an easy victory over the "B" team.

In charge of the test were Major Campbell, R.A.M.C., Surg. Lieut. Davies, R.N., Surg. Lieut. Const. Kelley, of the Naval Hospital, Mr. E. Ralph, Mr. E. Morris, and Mr. I. B. Trevor, District Superintendent of the St. John's Ambulance Brigade.

The winning team, Li Ping Sam, Kiu Lo Sam, and Leung Cheung Yin, proved very much superior to their opponents, in spite of that fact that they were a man short, one of their number having died recently. Both teams have been instructed by Traffic Inspector Wynyard of the Kowloon Canton Railway, and are a credit to the Department.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 6.56 p.m., stated:—

The anticyclone is unchanged. Strong monsoon will continue along the S.E. coast of China and over the N. China Sea.

Local Forecast:—N.E. winds, strong, fair.

He hoped the China Association would use its influence with the Government to secure for Hong Kong—University—a liberal grant from the Boxer Indemnity Fund, of which two and a half millions were still in the hands of the British Treasury. No expenditure would be better calculated to promote friendship between the United Kingdom and China. One matter of the utmost importance to British trade was the maintenance of the integrity of the Chinese Maritime Customs under its foreign inspectorate. That splendid service was the bulwark of foreign trade and the one firm rock in the shifting sands of Chinese finance. (Cheers.) The toast was enthusiastically honoured. "For he's a jolly good fellow" being heartily sung and

CHINA ASSOCIATION DINNER.

SPEECH BY GOVERNOR OF HONG KONG.

The annual dinner of the China Association was held at the Hotel Victoria, Northumberland-avenue, London, on November 22nd, Mr. Stanley H. Dodwell, Chairman of Committee, in the absence through illness of the President, Lord Southborough, presiding over a large and distinguished gathering.

Sir Cecil Clementi, K.C.M.G., in proposing the toast of "The Chairman," said he was delighted to be present to propose it after six years spent abroad; three of them amid the trials and tribulations of Southern China. He was sure the Chairman would sympathise with him in that respect, because he had been a resident in the Far East and knew what homecoming meant. The Chairman also had first-hand acquaintance with the special difficulties of Hong Kong, where he was once a member of the Legislative Council; and on that account he (Sir Cecil Clementi) was delighted to propose his health.

Hong Kong's Good Fortune.

It was very fortunate for Hong Kong that one who had first-hand knowledge of its commerce and legislature should stand so high in the councils of the China Association. The Association performed two very important duties. On the one hand, its various branches in Hong Kong and the various treaty ports of China collected and collated the views of British merchants in the Far East as to the best means of protecting and promoting British trade with China. On the other hand, the China Association in London fulfilled the very valuable function of explaining and expounding to people in this country the true inwardness of the kaleidoscopic changes in Chinese affairs.

Time and time again during the difficult and dangerous periods that had existed since 1925 he had turned for advice and assistance to the Hong Kong branch of the China Association, and he always found that it did its utmost to inform itself accurately as to mercantile opinion; that its knowledge and experience were placed at the disposal of the Hong Kong Government, and that it did everything in its power to secure that the view and policy of Hong Kong should be

IMPORTANT FUNCTION AT NANKING.

SIR MILES LAMPSON PRESENTS CREDENTIALS.

TRIBUTE TO C. T. WANG.

[THROUGH REUTER'S AGENCY.]

NANKING, Dec. 20th. Through troop lined streets Sir Miles Lampson, accompanied by his staff and escorted by a guard of honour, called at the State Council building this morning and formally presented his credentials to Chiang Kai Shek. Sir Miles Lampson was formally presented by C. T. Wang to the President, who was attended by the leading Chinese officials.

The British Minister presented his credentials while H.M.S. *Suffolk* boomed out a 21-gun salute and Chinese aeroplanes circled the city. Sir Miles Lampson, in his speech while presenting his letters, said: "I seize this opportunity to assure Your Excellency of my Sovereign's sincere wishes for the welfare and prosperity of China, and to convey an expression of His Majesty's esteem and regard. It will be my untiring endeavour to maintain and promote the closest and most friendly relations between our two countries."

President's Reply.

Chiang Kai Shek replied: "It gives me great pleasure to receive the letters you have presented and I am very grateful for the assurance of the very friendly sentiments entertained by your Sovereign towards China and myself. I will avail myself of the opportunity to request you to transmit to your Sovereign, on behalf of the people of China and myself, sincere wishes for his speedy recovery and the welfare and prosperity of your country."

"As you have signed the new tariff treaty, I feel all the more confident that our commercial intercourse will be further developed and our friendly relations increasingly strengthened. I assure you that the Nationalist Government will extend to you every courtesy, to enable the friendship of our two countries to be further consolidated."

Nine Treaties.

The Swedish treaty was signed at noon. Nine countries have now signed tariff treaties with China, namely, Belgium, Britain, Denmark, Italy, the Netherlands, Norway, Portugal, Sweden and the United States. Italy and Portugal have given up consular jurisdiction on certain consular districts. The treaty with France is expected to be signed in a day or two, while negotiations with Spain are not expected to present any difficulty. Japan is now the only Power with whom treaty negotiations are at a standstill.

The successful issue of these difficult and lengthy negotiations is regarded as a great triumph for Mr. C. T. Wang, while naturally they greatly strengthened the prestige of the Nationalist Government.

TREATY SIGNED.

NANKING, December 19th. Britain has come to a definite understanding with the Nanking Government regarding the proposed tariff treaty, and the signatures of Sir Miles Lampson and Dr. C. T. Wang were appended at midnight to-day.

The British delegates, Sir Miles Lampson, Mr. H. H. Fox, the Commercial Counsellor, Mr. J. W. O. Davidson, the Chinese Secretary to the Legation, and Mr. Sternad, a Bennett, Third Secretary, had an hour's session with Dr. C. T. Wang concerning the tariff treaty this morning.

Other Chinese representatives at the conference were Chu Chang Nien, the Counsellor at the Nationalist Foreign Office, and two Foreign Office Secretaries.

A complete agreement was reached.

Britain's Willingness.

Britain, through Sir Miles Lampson, announced willingness to recognize the principle of complete tariff autonomy for China.

The Chinese text of the Treaty was drawn up this afternoon, and examined and verified by Mr. Davidson later in the day. The actual signing of the document by Sir Miles Lampson and Dr. C. T. Wang took place late to-night, at midnight, it is understood.

The final ratification will be exchanged with London.

Sir Miles Lampson's signature amounts to recognition of the Nationalist Government, and it is understood that the British Minister is presenting his credentials to Marshal Chiang Kai Shek as President of the State Council on Thursday morning, after which he will cross to Pukow, and entrain for Peking.

Five Treaties Settled.

No fewer than five treaties were definitely settled to-day, and three were signed.

The Sino-Dutch Treaty was signed at nine o'clock to-night, the Portuguese Treaty at ten o'clock and the British Tariff Treaty at midnight.

The French Treaty and the Swedish Treaty will be signed, it is expected, tomorrow afternoon, as all five Ministers are due to leave for Peking in the afternoon.

GAS EXPLOSION IN HIGH HOLBORN.

PEDESTRIANS BLOWN UP.

ROADWAY DEMOLISHED.

[THROUGH REUTER'S AGENCY.]

LONDON, Dec. 20th. A tremendous gas explosion early this morning blew up half a mile of roadway near High Holborn. Pedestrians were blown into the air and injured while a horse was killed and a taxi overturned.

A shop front was blown in, while windows were shattered and kerb stones lifted like feathers, while the heavy lids of several manholes were blown sky high. It is feared that a man working underground was killed while possibly others shared his fate.

The fire brigades were summoned to deal with an underground fire and many streets were closed.

Marvellous Escapes.

It is a marvellous fact that apparently nobody was killed though nine were injured in the upheaval in High Holborn.

There was a series of explosions as the gas main went up in rapid succession, damaging the buildings like an earthquake or an air raid and shaking the district. The explosion was followed by two billowing gas fires and succeeded by an unparalleled traffic hold up.

BRANCH POLITICAL COUNCILS.

(Wah Tai Yat Pao).

SHANGHAI, Dec. 20th. It is reliably stated that the question of enforcing the decision, reached by the Fifth Plenary Session in August, to abolish Branch Political Councils on January 1st will be brought up at the Central Executive Committee meeting to-day. It is expected to result in heated discussion, a number of influential members maintaining that the unification of the country is impossible unless the branch councils are abolished, while there is very strong opposition to their abolition by other influential men, who are unwilling to sacrifice the power and rights at present enjoyed by the branch councils.

It is possible that the latter will be able to force at any rate a postponement of the carrying out of the Fifth Plenary Session's decision.

It is noteworthy that Chang Ching, Kiang Tan Yen Kai, Chu Ming Yi, all very prominent members of the C.E.C., and also the Health Minister, Hsueh Tu Pih, who is believed not to favour the abolition, have arrived from Nanking this morning, and therefore will not be present at the meeting.

NATIONALISM PARTY.

(Wah Tai Yat Pao).

SHANGHAI, Dec. 20th. The Nanking Government has received a report from Peking to the effect that anti-Kuomintang propaganda is being led and encouraged by the advocates of the "Nationalism Party" which is steadily growing in popular favour.

The Nanking Government regards this report as "alarming" and has instructed General Yen Hsi Shan to take steps to suppress them.

It is worthy of notice that this political movement is of recent formation, and advocates the establishment of a parliamentary democratic government in China. Its leaders bitterly oppose the autocratic form of government by the Kuomintang.

TIENTSIN CONCESSION.

(Wah Tai Yat Pao).

SHANGHAI, Dec. 20th. The problem of surrendering the control of the Tientsin British Concession to the Chinese Government is again coming to the fore. It was discussed last year, but owing to difficulties in China the discussion was interrupted. Probably the British Minister will shortly resume negotiations with Dr. C. T. Wang over the problem.

YEN HSI SHAN TRANSFERRED.

[THROUGH REUTER'S AGENCY.]

NANKING, Dec. 20th. The Central Political Council yesterday decided to appoint Chao Tai Wen Minister of the Interior and transfer Yen Hsi Shan to the post of Chairman of the Mongolian and Tibetan Affairs Commission.

A NEW LOAN.

(Wah Tai Yat Pao).

SHANGHAI, Dec. 20th. The Nanking Finance Department is contemplating the flotation of a new short term loan devoted to supplementary expenses, including the demobilisation of some of the superfluous troops. It will be secured by the promise from the revenue from oil and cigarettes.

DELAY IN TRADE REVIVAL. THE KING'S STEADY PROGRESS.

LEGACY OF GREAT STRIKE.

PREMIER'S DISAPPOINTMENT.

[THROUGH REUTER'S AGENCY.]

LONDON, Dec. 20th.

In the House of Commons Mr. Baldwin, reviewing conditions, said that the country as a whole was prosperous, and industry was alive and growing. The dawn of a general trade revival however had disappointingly not matured.

He traced the delay of this to reduced spending powers, due to the effects of the 1928 strike. 1925 was singularly free from industrial trouble, and he expected the full benefits of this to be manifested in 1929. The recent stiffening of sea freight rates had led to a large increase in the orders of tramp steamers.

"VESTRIS" DISASTER REPORTS.

EXPERIMENTS ON SISTER SHIP.

CAUSES OF THE LOSS.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Dec. 19th.

The United States Commissioner, Mr. O'Neill, has reported to Congress on Mr. Tuttle's investigation into the sinking of the British liner *Vestris*.

Mr. O'Neill, who recommends sweeping reforms in maritime regulations, attributes the heavy loss of life to the following causes:

1. Lack of stability of the *Vestris* when she encountered storms.
2. Incompetence of Captain Carey and the crew.
3. The antiquated type of life belts, which are barred by United States law, in use on the vessel.

Mr. O'Neill finds that the *Vestris* was not subject to the regulations of the British Board of Trade, since she did not touch her port of registry on her regular route, and that she was also not subject to the United States regulations, owing to the immunity granted to foreign vessels.

The owners of the *Vestris* are allowing the sister ship, the *Laudan*, to be tilted to one side when she next arrives in New York, so as to enable officers of the United States Inspection Service to study her behaviour in an attempt to solve the mystery of the *Vestris* disaster.

IMPERIAL AIRWAYS MERGER.

ROUTE TO CAPE TOWN.

[THROUGH REUTER'S AGENCY.]

LONDON, Dec. 19th.

Imperial Airways announce a merger between themselves and the Croydon-Blackburn Air Lines, Ltd., which has arranged for the operation of air services to Africa, particularly the establishment of a route from Egypt to Capetown.

PIRACY IN CHINA SEAS.

[THROUGH REUTER'S AGENCY.]

LONDON, Dec. 19th.

In the House of Commons, Sir Robert Thomas, referring to the continuance of piracy in the China Seas, asked what measures had been adopted, or were being adopted, to protect shipping there.

Mr. W. C. Bridgman, First Lord of the Admiralty, replied that the Admiralty was now and had been the earnest consideration of the Government.

TROUBLE IN CHUNGKING AREA.

WARSHIP STANDING BY.

[NAVAL WIRELESS.]

A serious situation, threatening the Asiatic Petroleum Company's installation, has suddenly developed at Chungking, on the Yangtze, according to naval wireless messages. The situation is such that a British warship has been ordered to leave for Chungking to protect the installation.

From brief details available, it appears that active fighting has commenced round Chungking, this being concentrated round the installation.

The Butterfield and Swire & Kiangtung was fired at by field and machine-guns in that area.

Preparations for evacuation have been made by the present command of the district, and the usual boat bridges have been thrown across the Little River, presumably to facilitate evacuation.

H.M.S. *Trent*, which has been at Wanhsien recently, has been ordered to proceed to Chungking in order to protect the A.P.C. installation.

A somewhat anxious position is being created at Hankow also by the further activities of the Wine Bureau. Definite instructions from Nanking are being ignored by officials of the Bureau, who have notified their intention to enter and search British property in defiance of Treaty rights.

SLEEP DURING THE NIGHT.

ILLNESS REVIEWED.

[THROUGH REUTER'S AGENCY.]

LONDON, Dec. 20th.

Gratification at the satisfactory nature of the latest news and preceding bulletins was further increased by the optimistic tone of the authoritative survey dated eight p.m. last night from Buckingham Palace, and issued to medical profession through the medical journals. This document declared that there are increasingly solid grounds for hoping that a recovery will result.

In reviewing the progress of the illness it says: "In the first phase, gradual in its onset, there was general infection with imperfect localisation—little of no cough and only one small patch of pleuritic friction. Towards the end of this first phase came the accentuation of pleuritic friction which extended to the diaphragm."

The second phase was one of increasing toxemia, with dusky appearance, dry cracked tongue, and periods of delirium and exhaustion, in short, a clinical picture resembling that of a case of severe typhoid fever in the third and fourth week, but with the added anxiety of attacks of dyspnoea and cyanosis due to fever, came an abatement of fever and some evidence of localisation. The blood culture was now negative, toxemia was less and delirium was subsiding. The localisation in the right lung did not result at this stage in an effusion as shown by the puncture and excellent radiographs.

Abrupt Rise.

A few days later His Majesty's temperature rose rather abruptly to a higher level, and on December 12th there was evidence at the extreme right base, of an effusion which had commenced between the lung and the diaphragm. Though the infective process has become gradually localized its severity, coupled with the length of the illness, must make the progress of healing difficult and tedious. Local sloughing however is less pronounced to-day and tissue reaction is apparent.

SLOW PROGRESS.

LONDON, Dec. 20th.

The bulletin issued at 11 a.m. states that the King passed a good night. There is a continuation of the slow progress of recovery.

To-day's bulletin is the fifth succession one which has reported a slight improvement. Accordingly Palace circles are more optimistic and less anxious. It is learned that the King gained a certain amount of sleep towards morning.

To stimulate the vitality of the tissues a brief general exposure to ultra-violet rays from a mercury lamp has been made each day since December 15th. There is reason to think that the ultra-violet rays had, in combination with the other treatment, been beneficial. It will be apparent that not only the severity and length of the infection, but the exhaustion resulting from it must make progress slow and difficult. At the same time, the dangerous phases of the illness have been surmounted and there are increasingly solid grounds for hoping that a recovery will result from this long and anxious struggle.

Wednesday's Summary.

LONDON, Dec. 19th. More cheering news than at any time since the King's illness was admitted to be serious, comes from Buckingham Palace to-day, the hopeful situation being summed up in an authoritative statement in the *British Medical Journal* and the *Lancet*, which concludes: "The dangerous phase of the King's illness has been surmounted and there are increasingly solid grounds for hoping that a recovery will result from this long and anxious struggle."

Larger crowds, seemingly, than ever, thronged the precincts of the Palace to-night, waiting to see if the previously good bulletins were confirmed. At 8 o'clock the following bulletin was posted on the railings of the Palace:

"The King has passed a quiet day. Both general and local conditions are continuing to make slow progress."

(Signed) Stanley Hewett.

Hugh Rigby.

Dawson of Penn.

No Interim Report.

Lord Dawson did not return to the Palace at the usual time this afternoon, and no interim report had been issued by 4.30 p.m. This was regarded in Palace circles as a good sign that the improvement noted in the morning was continuing.

Watchers at the Palace gates were cheered this afternoon on seeing the Queen, accompanied by Prince George, who will celebrate his 25th birthday at sea to-morrow, will arrive at Southampton on Friday morning. He will proceed at once to Buckingham Palace, where he will stay.

SALVAGE OF "CELTIC" CARGO.

EXTENSIVE DAMAGE REVEALED.

[THROUGH REUTER'S AGENCY.]

LONDON, Dec. 19th.

The precarious position of the big White Star liner *Celtic* which went on the rocks near Queenstown Harbour a week ago, is giving rise to anxiety in view of the development of extremely bad weather.

The cargo is being taken out of her holds as rapidly as possible and is arriving at Liverpool, but the work of salvaging is most difficult on account of the rough seas, which not merely make the salvage of the 32,000-ton ship itself impracticable owing to the extensive damage to her bottom, which has been revealed, but give few opportunities of getting out much of the cargo.

The *Celtic* was carrying a large amount of cargo when she met with disaster. It consists largely of wheat and fruit, and is likely to be worthless before it is reached, while it is unfortunate that it must be removed before a large quantity of valuable metal at the bottom can be touched.

Most of the cargo is fully insured.

CHURCHES APPEAL FOR MINERS.

UNEXAMPLED DISTRESS.

[THROUGH REUTER'S AGENCY.]

LONDON, Dec. 19th.

Following the appeal by H.R.H. the Prince of Wales for the coalfields distress funds, a further appeal, signed by the Archbishop of Canterbury and the President of the Evangelical Free Churches, has been issued.

It emphasises that 250,000 miners are idle and expresses confidence that "the response to distress so unexampled in its duration and extent will prove that the fire of Christian charity is still burning in English hearts."

Estimates Agreed.

The House of Commons agreed without discussion to a Supplementary Estimate for £225,000, including a sum of £155,000 as a grant-in-aid to the Lord Mayor's Fund for assistance to distressed mining areas in England and Wales, and £70,000 for relief of distress in Scotland.

Christmas Appeal.

The Lord Mayor's fund on behalf of the coalfields now exceeds £200,000. Over twenty organisations are at work providing relief in these areas and a conference of them has been called to correlate their efforts. The Prince of Wales will on Christmas day broadcast and appeal for still further public support.

MOVEMENTS OF NAVAL VESSELS.

H.M.S. *Stornoway* left Nanking and H.M.S. *Stirling* left Wuhu, both yesterday, for Shanghai, en route to Hong Kong.

H.M.S. *Hyperion*, the aircraft carrier, arrived yesterday afternoon from Manila, as did H.M.S. *Blenheim*, from Takao.

H.M.S. *Kent*, the flagship, left yesterday for Sandakan.

H.M.S. *Foghorn*, left Chelso yesterday and arrived at Chingwangtao this morning.

Princess Mary, drive out for the first time for several days.

It was learned that the Queen, Princess Mary and Viscount Lascelles spent, an hour at the Zoo, while the Prince of Wales watched the Amateur Squash Rackets Championship at the Bath Club, and M. MacPherson wrest the title from the holder, Captain Cazale.

Less Anxiety.

Officials at Buckingham Palace to-night stated that there was less anxiety after the issue of to-night's bulletin than before.

The slow progress reported to-night must be part of an uninterrupted improvement which must continue for some few days before complete confidence with regard to the ultimate result can be established.

As is made clear in the statement issued in the medical journals, there are, however, surer grounds for hope.

Every slight improvement noted in the daily bulletins is one more step in the right direction.

Dr. Hewitt and Dr. Woods visited the Palace this evening and gave His Majesty another application of the ray therapy treatment.

Portugal's Courtesy.

It is understood that the Portuguese Government has sent a wireless message to the liner *Balmoral Castle*, on which the Duke of Gloucester is returning from Africa, offering to place a special train at the disposal of His Royal Highness so that he may travel overland from Lisbon and thus save nearly two days.

Prince George, who will celebrate his 25th birthday at sea to-morrow, will arrive at Southampton on Friday morning. He will proceed at once to Buckingham Palace, where he will stay.

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RUBBER GROWING IN THE EAST.

MALAYA AS MANUFACTURING CENTRE.

CAPT. ORMSBY-GORE'S REPORT.

[THROUGH REUTER'S AGENCY.]

LONDON, Dec. 19th.

An interesting review of the problems of the rubber planters is contained in the report of Captain King W. G. A. Ormsby-Gore, the Under-Secretary of State for the Colonies, concerning his visit to Malaya, Ceylon and Java, which has been issued as a Blue Book of 188 pages.

The most interesting section deals with the rubber situation, in connection with which Captain Ormsby-Gore says he is convinced that on research, rather than on restriction, depends the prosperity of the rubber industry.

The principle result of restriction, he states, has been to stimulate immensely both the quality and quantity of production of rubber in unrestricted areas.

Finished Articles.

It may be premature to prophesy a great industrial future for Malaya, but the development of rubber production in British Malaya is sufficiently striking to make one wonder whether the growing demand in the East for articles manufactured from rubber, would not be met ultimately by the establishment on a large scale of manufacturing industries in countries where the raw material is produced.

Every sympathy, he says, must be felt for the efforts of the rubber industry to organise itself and to stabilise the marketing of rubber, but he feels very strongly that the less any Governments have to do with such schemes the better.

Stabilisation Schemes.

Dealing with the schemes for stabilisation, Captain Ormsby-Gore points out that they depend on the renewed intervention of the Colonial Governments, and an understanding for identical action by the Government of the Dutch East Indies.

Nothing he had learned in Java would lead him to suppose that the second of these conditions, essential to the first, was at all likely to be realised.

In his discussion of this problem, Captain Ormsby-Gore expresses the opinion that it is clear that the modern developments regarding rubber-grafting and selection, are destined to play a more and more important part in the future of the rubber industry than any other factors.

Fascinating Java.

In another part of his report, Captain Ormsby-Gore says he was much impressed by the work of Holland as a colonial Power in the Far East.

Probably no tropical dependency was more fascinating or presented more varied interest than Java. He feels he owes a very special debt of gratitude to the Dutch East Indies, and many other officers serving under him, for their generous welcome and hospitality.

Everything possible was done to facilitate his tour of the island, and he hopes his report will arouse interest in Java and its fine record of achievement particularly in the scientific fields which were in evidence there.

NEW ALPHABET FOR TURKEY.

EXAMINATION IN LATIN CHARACTERS.

[THROUGH REUTER'S AGENCY.]

CONSTANTINOPLE, Dec. 19th.

An educational "mobilisation" of all Turkish citizens of both sexes, between the ages of 16 and 45 years, will commence in January.

The "conscripts" will be compelled to follow a course of tuition in the new Latin characters in "national" schools throughout the country.

Classes will be held, not only in schools, but in mosques, casinos, cafes, cinemas, etc.

The course will be of two months' duration for persons acquainted with Arabic characters and of four months for illiterates.

A short examination will be held at the end of the course, and persons failing to pass will be severely punished. The courses will be supervised by the police.

DEMobilISATION ORDERED IN PARAGUAY.

[THROUGH REUTER'S AGENCY.]

BUENOS AIRES, Dec. 19th.

A message from Asuncion states that the Paraguayan Government has ordered demobilisation and the cessation of all official war preparations.

accompanied by Leading Aircraftman Donaldson landed safely at Kabul yesterday.

The leaders of the tribesmen assured the British Minister on December 14th they had no hostile intentions towards the Legation, but the Government of India would, of course, take all possible steps to ensure the safety of British nationals.

Planes Safe.

Reports have been published that a British aeroplane had been shot down. It was, however, stated at the Air Ministry to-night, that the pilot, Flying Officer Trusk, who was (Continued on previous Column.)

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AN UNIMPORTANT OUTBREAK.

AMANULLAH'S MESSAGE TO HIS SON.

RALLY OF LOYAL TRIBESMEN.

[THROUGH REUTER'S AGENCY.]

PARIS, December 20th.

King Amanullah is reported to have telegraphed to his eldest son, who is studying at the Lycee, declaring that the disturbances in Afghanistan were not of an important nature and represent no danger to Amanullah's regime. The King counsels his son to continue his studies with an easy mind.

The Prince is informed that the outbreak was sporadic and has no genuine political background. King Amanullah and his advisers have complete control and the Queen is not likely to be deterred from carrying out her ideals by the protests of a few fanatics and rebels, who are mainly Shinwaris.

Thousands of loyal tribesmen have flocked to the capital, ready to defend King Amanullah.

False Rumours.

The radio station at Tashkent after two days interruption has re-established communication with the Government wireless station at Kabul. Reports are very fragmentary but it is confirmed that the rumour that the rebels have again seized Kabul is untrue.

Afghan Legation's Account.

LONDON, December 19th.

The Afghan Legation says that the main trouble in Afghanistan is centred in the eastern districts near Jalalabad, where the tribes have risen on account of new taxes and passport identity regulations. The revolt, the Legation says, is in no way connected with the King's reform schemes, and certainly not as regards the purdah (veiling) system. Veiling is practically unknown among these rebellious tribes.

The rising in Jalalabad is not connected in any way with the fighting at the capital, Kabul, which is now perfectly quiet.

King Amanullah some days ago motored to Jalalabad and returned to the Palace at Kabul immediately. He had never had cause to take refuge anywhere, and certainly not in a fort, as none exist at Kabul.

The Legation states that it has throughout been in communication with the capital. Messages have been sent by wireless to Peshawar, and telegraphed from there to London.

Notorious Brigand.

Sir Austen Chamberlain made a statement in the House of Commons to-day regarding Afghanistan. He said that fighting appeared to have broken out again at Jalalabad but he had no precise information.

As regards Kabul, a report had been received that tribesmen, led by the notorious brigand, Bacha Sogno, attacked on the west of the city on December 14th and 15th and captured two forts.

He had no exact information regarding the developments since that day as the British Legation, which lies outside the city had been unable to use the wireless station, which is near the Palace in the centre of the city.

From the reports of an aeroplane which flew from Peshawar yesterday in order to establish communications with the British Legation, and other indications, it appeared the aerodrome in the neighbourhood of the Palace was still in the possession of loyal forces.

Communications By Air.

Plans were worked out some time ago by the Government of India for the withdrawal of women and children by aeroplane in case of need. The aeroplane already mentioned, which was despatched on the occasion of messages from the British Minister, received a message by signal to the effect that all in the Legation were well.

ANOTHER ENGLAND WIN.

SECOND TEST MATCH RESULT.

AUSTRALIAN COLLAPSE.

[THROUGH REUTER'S AGENCY.]

A crowd of 2,000 had collected to see Ryder and Nothing resume their innings. Ryder fell a victim to a great catch by Chapman at forward short leg when he had added only two to his overnight score. Oldfield quickly followed, and then Grimmett played a ball to Hendren and called for a run. Hendren gave a fine return to Duckworth and Nothing was run out. Grimmett continued to put up some resistance, but the innings soon ended for 397, made in 415 minutes, leaving the England team only 14 to get to win.

After lunch Tate and Geary opened the English innings to the bowling of Nothing and Hendry. Tate was soon dismissed, and Duckworth was dismissed as he came in, showing that the crowd had not forgotten an incident which occurred at the dismissal of Kippax. Actually J. C. White was the man to make the winning hit, and the M.C.C. team had won the second Test Match by 8 wickets.

Score:—

Australia—1st Innings.

W. M. Woodfull, l.b.w. b	68
Geary, l.b.w. b Larwood	27
V. Y. Richardson, b Larwood	9
A. F. Kippax, b Geary	9
W. H. Ponsford, retired hurt	3
H. L. Hendry, b Geary	37
J. S. Ryder, l.b.w. b Geary	23
O. E. Nothing, b Larwood	41
W. A. Oldfield, not out	41
C. V. Grimmett, run out	9
D. D. J. Blackie, b Geary	8
H. Ironmonger, Duckworth, b Larwood	1
Extras	15
Total	253

Fall of the wickets:—
1/61: 2/63: 3/75: 4/132: 5/153: 6/171: 7/192: 8/222: 9/251: 10/253.

BOWLING ANALYSIS.

	O.	M.	R.	W.
Larwood	29.3	4	77	3
Tate	21	9	29	0
White	30	10	79	0
Geary	19	5	35	3
Hammond	5	0	18	0

England—1st Innings.

Hobbs, c Oldfield, b Grimmett	40
Sutcliffe, c Hendry, b Ironmonger	11
Hammond, b Ironmonger	251
D. R. Jardine, run out	28
Hendren, c Richardson, b Blackie	74
A. P. F. Chapman, c Ryder, b Blackie	20
Larwood, c Ryder, b Grimmett	43
Geary, l.b.w. b Blackie	66
Tate, l.b.w. b Blackie	25
Duckworth, not out	59
J. C. White, c Oldfield, b Hendry	29
Extras	10
Total	636

Fall of the wickets:—
1/37: 2/63: 3/148: 4/293: 5/347: 6/428: 7/496: 8/523: 9/592: 10/636.

BOWLING ANALYSIS.

	O.	M.	R.	W.
Nothing	42	15	80	0
Grimmett	64	14	191	2
Ironmonger	28	11	142	2
Blackie	59	10	143	4
Hendry	23.1	4	52	1
Ryder	11	3	22	0
Kippax	5	3	11	0

Australia—2nd Innings.

W. M. Woodfull, run out	111
V. Y. Richardson, c Hendry, b Tate	0
H. L. Hendry, l.b.w. b Tate	112
A. F. Kippax, l.b.w. b Tate	10
J. S. Ryder, c Chapman, b Larwood	79
O. E. Nothing, run out	44
W. A. Oldfield, l.b.w. b Tate	0
C. V. Grimmett, c Chapman, b Geary	18
D. D. J. Blackie, not out	11
H. Ironmonger, b Geary	0
W. H. Ponsford, absent	0
hurt	0
Extras	12
Total	397

Fall of the wickets:—
1/0: 2/215: 3/254: 4/248: 5/345: 6/348: 7/370: 8/387: 9/397.

BOWLING ANALYSIS.

	O.	M.	R.	W.
Larwood	35	9	105	1
Tate	46	14	89	4
Geary	31.411	5	9	2
White	30	5	83	0
Hammond	8	0	43	0

England—2nd Innings.

Tate, c eub b Hendry	4
Geary, b Hendry	2
Duckworth, not out	8
J. C. White, not out	2
Total (for 2 wks.)	16

BOWLING ANALYSIS.

	O.	M.	R.	W.
Nothing	4	0	12	0
Hendry	3	2	4	2

HOME FOOTBALL.

ENGLISH AND SCOTTISH LEAGUES.

BIG HOLIDAY PROGRAMME.

A full programme of matches will be played to-morrow in all divisions of the English League and Division I. of the Scottish League. Advantage will also be taken of the holidays to carry out many matches in the various divisions of the English League on Christmas day and Boxing day. The Scottish teams are not playing on these two days.

Matches on Christmas day include a full programme but for two matches dropped out in the Northern section, the teams not appearing in the fixture cards being Barrow, Darlington, Doncaster and Nelson. On Boxing day only two teams in the First Division (Blackburn Rovers and Everton) and two teams in the Northern section (Tranmere and Wigan) are not down to play, the rest of the League teams being all due on the field.

Fixtures for the three days are appended.

SATURDAY.

The following is the programme of matches to-morrow in the English League and in the Scottish League:

Division I.	
Arsenal	v. Burnley.
Birmingham	v. Leeds U.
Blackburn	v. Cardiff.
Bolton	v. Leicester.
Derby	v. Bury.
Everton	v. Manchester U.
Huddersfield	v. West Ham.
Manchester C.	v. Liverpool.
Portsmouth	v. Newcastle.
Wednesday	v. Aston Villa.
Sunderland	v. Sheffield U.

Division II.	
Barnsley	v. Millwall.
Blackpool	v. Wolves.
Bradford	v. Oldham.
Bristol C.	v. Port Vale.
Chelsea	v. Notts C.
Clapton	v. Reading.
Grimby	v. Middlesbrough.
Notts For.	v. Hull.
Stoke	v. Preston.
Swansea	v. Southampton.
West Brom.	v. Tottenham.

Division III. (Southern).	
Bournemouth	v. Plymouth.
Brentford	v. Fulham.
Brighton	v. Crystal Pal.
Charlton	v. Walsall.
Coventry	v. Bristol R.
Exeter	v. Swindon.
Luton	v. Queen's P.R.
Merthyr	v. Gillingham.
Northampton	v. Watford.
Norwich	v. Newport.
Southend	v. Torquay.

Division III. (Northern).	
Ashington	v. Lincoln.
Barrow	v. Stockport.
Chesterfield	v. Tranmere.
Darlington	v. Hartlepool.
Doncaster	v. Halifax.
Nelson	v. Accrington.
New Brighton	v. Wigan.
Rochdale	v. Rotherham.
Southport	v. Carlisle.
South Shields	v. Bradford C.
Wrexham	v. Crewe.

Scottish League.	
Airdrie	v. Celtic.
Ayr	v. Third Lanark.
Clyde	v. Cowdenbeath.
Dundee	v. Partick.
Falkirk	v. St. Johnstone.
Hamilton	v. Hearts.
Hibernians	v. Kilmarnock.
Queen's Park	v. Aberdeen.
Raith	v. Motherwell.
Rangers	v. St. Mirren.

CHRISTMAS DAY.

The following is the programme of matches in the English League on December 26th:—

Division I.	
Birmingham	v. Bolton.
Blackburn	v. Arsenal.
Burnley	v. Liverpool.
Bury	v. Leicester.
Everton	v. Sunderland.
Huddersfield	v. Derby.
Leeds U.	v. Cardiff.
Manchester U.	v. Sheffield U.
Portsmouth	v. Aston Villa.
Wednesday	v. Manchester C.
West Ham	v. Newcastle.

Division II.	
Bradford	v. Swansea.
Clapton	v. Barnsley.
Grimby	v. Blackpool.
Hull	v. Preston.
Middlesbrough	v. Port Vale.
Millwall	v. Oldham.
Notts C.	v. Southampton.
Stoke	v. Chelsea.
Tottenham	v. Reading.
West Brom.	v. Bristol.
Wolves	v. Notts For.

Division III. (Southern).	
Bournemouth	v. Exeter.
Brighton	v. Brentford.
Bristol R.	v. Crystal Pal.
Coventry	v. Charlton.
Fulham	v. Torquay.
Luton	v. Norwich.
Merthyr	v. Southend.
Newport	v. Watford.
Plymouth	v. Gillingham.
Queen's P.R.	v. Swindon.
Walsall	v. Northampton.

Division III. (Northern).	
Accrington	v. Bradford C.
Ashington	v. South Shields.
Carlisle	v. Halifax.
Crewe	v. New Brighton.
Hartlepool	v. Lincoln.
Rochdale	v. Wrexham.
Southport	v. Chesterfield.
Stockport	v. Tranmere.
Wigan	v. Rotherham.

(Continued on next column.)

POST OFFICE AND CHRISTMAS MAIL.

According to a Post Office notification on Tuesday, the 23rd and Wednesday the 26th of December, the G.P.O. and the Branch Post Offices will be open each day from 8 a.m. to 9 a.m.

There will be one collection from the pillar boxes, and one delivery of ordinary correspondence each day as on Sundays, also one delivery of registered correspondence each day at 9 a.m. The money order office will be entirely closed during the holidays.

Telegrams conveying Christmas and New Year greetings to the United States and Canada will be accepted, from to-day until the 2nd of January, 1929 inclusive, at special reduced rates. Particulars can be obtained from the Radio Office P. & O. Building.

"THE PARISIAN REVUE."

ON SUNDAY AT QUEEN'S THEATRE.

Signor Carpi's company "The Parisian Revue" will open a short season at the Queen's on Sunday at 9.30 p.m.

The company is made up of ten artists among whom Mlle. Mangioli and Boris Soffo are the principals. The latter have appeared with considerable success at "The Kit Kat Club," London, "The Folies Bergere," Paris, and "The Winter Garden," Berlin. The troupe is under the direction of Signor Carpi who will be remembered in connection with the opera companies which have visited Hong Kong from time to time, and "The Parisian Revue" is the director's latest venture in the theatrical world. The items which have proved most popular elsewhere will be given in Hong Kong, and each artist will give a specialty number. Seats may now be booked in advance at the Queen's Theatre from 11 a.m. to 10 p.m. There will be a slight increase in prices of admission.

FOOTBALL.

KOWLOON 1st XI. v. K.O.S.B.

The following will represent the Kowloon 1st XI. v. K.O.S.B. on Kowloon Football Club ground on Saturday, kick off at 4.00 p.m.:—
Angus; Robson; Eile; Hedley; McKelvie; Easterbrook; Cleme; Spary; Miles; Hayes; Baldwin.
Reserve: Davies.

KOWLOON 2nd XI. v. R.A.

The following will represent the Kowloon 2nd XI. v. R.A. on Chatham Road ground on Saturday, kick off at 2.30 p.m.:—
Angus; Nicholls; Hast; Moore; Dunnett; Blacklock; Hannan; White; Moss; King; Eastman.
Reserves: Seddon; Waddington.

BOXING DAY.

The following is the programme of matches in the English League on December 26th:—

Division I.	
Arsenal	v. Sunderland.
Aston Villa	v. Portsmouth.
Bolton	v. Birmingham.
Cardiff	v. Leeds U.
Derby	v. Huddersfield.
Leicester	v. Bury.
Liverpool	v. Burnley.
Manchester C.	v. Wednesday.
Newcastle	v. West Ham.
Sheffield U.	v. Manchester U.

Division II.	
Barnsley	v. Clapton.
Blackpool	v. Grimby.
Bristol C.	v. West Brom.
Chelsea	v. Stoke.
Notts For.	v. Wolves.
Oldham	v. Millwall.
Port Vale	v. Middlesbrough.
Preston	v. Hull.
Reading	v. Tottenham.
Southampton	v. Notts C.
Swansea	v. Bradford.

Division III. (Southern).	
Brighton	v. Brighton.
Charlton	v. Coventry.
Crystal Pal.	v. Bristol R.
Exeter	v. Bournemouth.
Gillingham	v. Plymouth.
Northampton	v. Walsall.
Norwich	v. Luton.
Southend	v. Merthyr.
Swindon	v. Queen's P.R.
Torquay	v. Fulham.
Watford	v. Newport.

Division III. (Northern).	
Doncaster	v. Nelson.
Bradford C.	v. Accrington.
Chesterfield	v. Southport.
Darlington	v. Barrow.
Halifax	v. Carlisle.
Lincoln	v. Hartlepool.
New Brighton	v. Crewe.
Rotherham	v. Stockport.
South Shields	v. Ashington.
Wrexham	v. Rochdale.

LONDON, Dec. 16th.

Playing at home in the First Division of the English League, Aston Villa defeated Manchester City by five goals to one.

CARVALHO YEO COMPLAINS AGAINST SENTENCE.

QUOTES PREVIOUS CASES TO CHIEF JUSTICE.

POLICE FILE INADMISSIBLE.

Carvalho Yeo, formerly a clerk in the Hong Kong Treasury, who was sentenced by the Puisne Judge, Mr. Justice P. Jacks, last month to ten years' imprisonment for defrauding the Hong Kong Treasury of a sum of \$260,000 by means of three forged cheques, was brought before the Full Court yesterday afternoon.

A Different Yeo.

Yeo, who throughout his protracted trial, did not betray any emotion looked a different man yesterday with his hair closely cropped, and a conventional convict air about him.

He was brought before the Full Court in connection with a point raised by his Counsel, Mr. F. C. Jenkin, during the trial as to whether or not the Criminal Intelligence Department was right in withholding the records relating to the charges against Tsang On Wing and Chan Man Kun.

It will be recalled that when the fraud was discovered, suspicion was levelled at Tsang On Wing and Chan Man Kun. These two men were the custodians of the Treasury cheques books, and their duties were to write out all the cheques issued by the Treasury. On the three forged cheques, the handwriting appeared to be similar to that of Tsang On Wing. These two clerks were detained by the Police for 30 days, and then they were discharged and reinstated.

Mr. Jenkin had, at the trial, asked Mr. T. H. King, Deputy Superintendent of Police to produce the file from the Intelligence Department concerning the two men. This was refused, Mr. King saying that in the absence of any order from his superior officer, he could not produce the file. Counsel then appealed to Mr. Justice Jacks to make a ruling, and after a short discussion, the point was reserved.

When the Full Court, composed of the Chief Justice, Sir Henry Gollan, and the Puisne Judge, Mr. Justice P. Jacks, was assembled yesterday, Mr. H. Somerset Fitzroy, Assistant Crown-Attorney, was present to watch the case for the Crown. Prisoner was not represented by Counsel, but Mr. A. S. Russ, prisoner's solicitor was present.

Official Secrets.

Informing prisoner of the purpose why the Full Court was assembled, Mr. W. Thompson, Chief Clerk of the Court read the notes made by the Puisne Judge at the time of the trial as follows:—

At the trial of this case, Mr. Thomas Henry King, Deputy Superintendent of Police was asked in cross-examination by counsel for the defence if he would produce the records of the Criminal Investigation Department with reference to the enquiry by that Department into the question of whether Tsang On Wing and Chan Man Kun, two Treasury clerks, were implicated in the fraud on the Treasury, as a result of which they were arrested and charged but subsequently discharged for want of evidence.

Mr. King refused to produce the records without instructions from the head of his Department.

Counsel for the Crown stated that the Director of Criminal Investigation should not produce the records unless ordered to do so.

I rule that the reports of the Criminal Investigation Department with reference to the enquiry by that Department into the question of whether Tsang On Wing and Chan Man Kun, two Treasury clerks, were implicated in the fraud on the Treasury, as a result of which they were arrested and charged but subsequently discharged for want of evidence.

On the application of counsel for the defence, the question as to whether the records in question were privileged was reserved for further consideration of the Full Court under section 78 of the Criminal Procedure Ordinance No. 9 of 1892. The accused was convicted and sentenced to 10 years' imprisonment with hard labour.

The question for this Court to decide is, was the judge right in extending the protection of privilege to the records of the Criminal Investigation Department on the ground that they were official secrets? and upon consideration thereof to affirm, or to quash the conviction or to direct a new trial and to make such other orders as may be necessary to give effect to its decision.

Why Should I Get Ten Years?

Then addressing the prisoner, the Chief Justice said that he had received a letter from his (prisoner's) Counsel, dated December 18 relating to the point which had been reserved for the decision of the Full Court. The letter suggested that the point be abandoned. His Lordship asked Yeo if he had anything to say on the subject.

Prisoner said that he did not quite understand the purport of the letter or the notice read out to him by the Chief Clerk. He asked that the letter be interpreted to him.

(Continued on next column.)

LAWN TENNIS.

MRS. TOTTENHAM WINS LADIES' CHAMPIONSHIP.

MISS LO'S FINE EFFORT.

By beating Miss Enid Lo in the final of the Ladies' Open Singles Championship of the Colony yesterday, Mrs. Tottenham has equalled the record of Mrs. Armstrong of holding the title for four consecutive years. The present champion has won an enviable reputation in local sporting circles by winning the title not long after she had arrived in the Colony, and holding it ever since.

In the history of the Championship, which was started as long ago as 1898, Mrs. Tottenham's performances stand second only to those of Mrs. Armstrong who won the championship no less than nine times, the years in which the latter was successful being 1910, 1911, 1914, 1915, 1916, 1917, 1919, 1920 and 1921.

Mrs. Tottenham's success yesterday was a very popular one and she was congratulated on all sides immediately after the match was over. The match was played on the courts of the Ladies' Recreation Club and attracted a good number of spectators, among whom were several of the leading players of the Colony. Mrs. Tottenham's reputation has been well established and needs no further recapitulation; but the fine performance and good form of Miss Lo of late have raised the question as to whether she would be capable of beating Mrs. Tottenham. This is the second year of Miss Lo's appearance in the championship as runner-up.

The Play.

Yesterday's match was exceedingly well contested. Before the play had gone far, it was evident that there would be a keen struggle with long rallies and fast play. Baseline driving was the general rule and neither took undue risks. Miss Lo was the first to be enterprising, sending some short shots over the net, which troubled her opponent a lot. She secured the lead at 4-2, but Mrs. Tottenham ran away with the next three games to lead 5-4. That was really the beginning of the struggle, which was carried on till the third set. Miss Lo equalised with an effort and from 5-4 the finalists fought for every game with alternating success. The games went on to 9-4 when Miss Lo took the first set at 11-9.

Mrs. Tottenham then asserted herself and although she always found her young opponent hard to beat gained a lead in the second set, which she maintained throughout, eventually winning it at 6-4. The final set went in much the same manner, and although play was still interesting and at times exciting, Mrs. Tottenham had the upper hand. Still Miss Lo struggled gamely and made a wonderful recovery when with a point of losing the match at 5-2. Eventually she carried the score to 6-4 in the final set.

Of the two Mrs. Tottenham was decidedly the more consistent and she proved the brainier and more skilful player. Her placing was accurate throughout and she showed up very well in the execution of her strokes, her follow through, both backhand and forehand, being nice to watch. She also showed remarkable coolness throughout.

Miss Lo was, however, the stronger player and possessed a greater variety of strokes. Her strong forehand drive was very much in evidence and she scored many points with it.

She was kept continually on the run, but stuck it well. It can be said that Mrs. Tottenham's experience was too much for her. Miss Lo is certainly Hong Kong's most promising lady player and her performances in coming seasons will be watched with interest.

Sir Henry Gollan: You can understand English perfectly well, Yeo. The whole of the evidence was taken in English.

Prisoner: It would be easier for me to understand if interpreted to me.

The letter was then interpreted, and when asked if he had anything further to say, Yeo replied in this words: "The only thing I like to say is that at first I thought the offence for which I am serving ten years' imprisonment was a very serious one. But now I have seen from the newspaper that there had been cases of forgery involving \$150,000 to \$150,000 and the offender was only sentenced to five years' gaol. So why should I get ten years?"

THE DOLLY VARDON HAT SHOP.

For your **CHRISTMAS GIFT:**
THE NOKABOUT BAG,
 FELT BAGS TO MATCH YOUR HATS.
 FLOWERS FOR DAY AND EVENING,
 in pretty individual boxes.

PAMELA

All those charming trifles which we love to give and to receive at Christmas can be found chez Pamela.

There are bags with an old world charm, dress jewellery, powder puffs, and many other lovely things, to carry your message of good will this season.

13, Queen's Road Central.

PEDDER ST.
 JUST RECEIVED
 A NEW SHIPMENT
 of HATS from \$5
 OPPOSITE HONG KONG HOTEL.

MADAME CLERGET

FRENCH FROCKS, and
 JUMPER SUITS

EXQUISITE COLLECTION OF
 FANS AND FLOWERS.

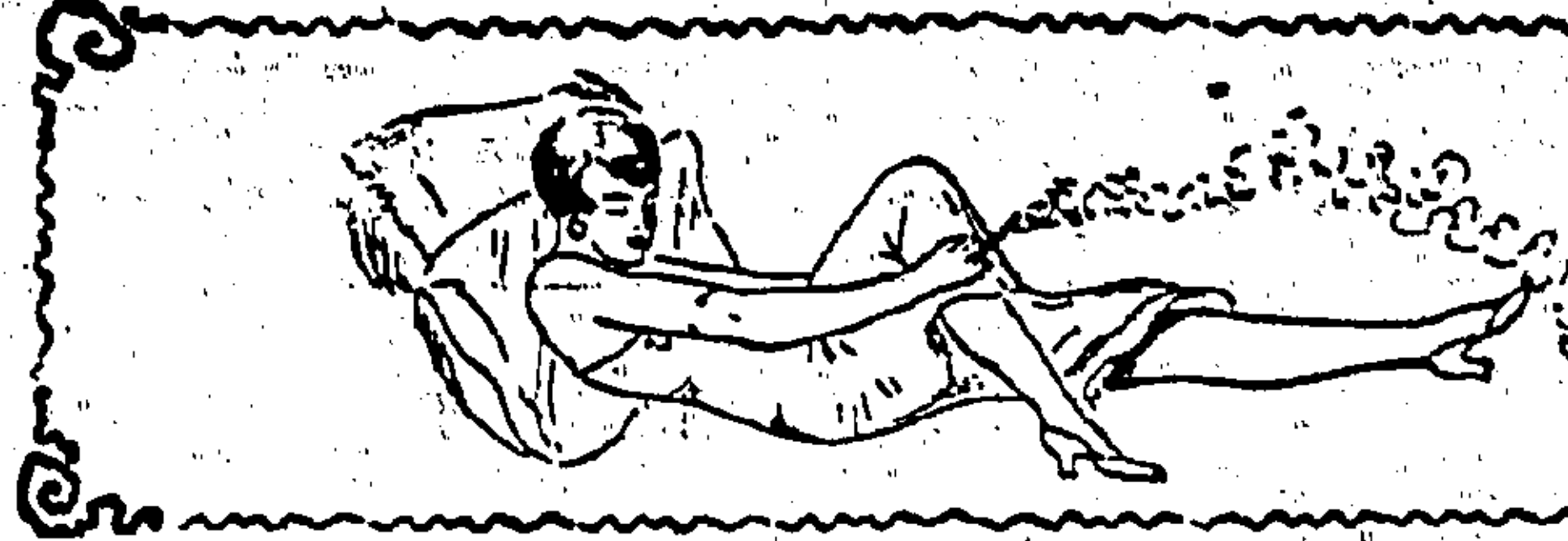
10, Ice House Street.

Mere Males are mighty fastidious in their Wearing Apparel—If you don't believe it watch how carefully they scrutinize and select the smallest dress accessory.

You need have no doubt that your Gift to Him will be "right," if you buy from the well chosen selection now on show at

Lane, Crawford's.

"The Place at Which He Likes to Shop."



"AU PETIT LOUVRE."

THREE FROCKS FOR THE
 AFTERNOON.

A great deal more attention has been paid to afternoon frocks this season than was given to them last year or at any time, perhaps, since the war. The war, which upset so many things, divided our clothes very sharply into those for evening and the essentially practical garments for day time wear. The afternoon frock was to a large extent superseded by the negligée. Since then changing fashions have been responsible for the continued seclusion of the afternoon frock. Jumper suits have had an influence, and the semi-evening-cum-summer dress had very greatly taken its place. But this season has seen a real revival of feminine fashions and the well dressed woman is no longer content with such compromises. She feels the need of dressing round the clock and being suitably clothed for each part of the day. An afternoon frock demands its appropriate costume just as does a dance, a dinner, or a morning shopping expedition.

Afternoon frocks, of course, take on different aspects according to the functions they are intended to adorn. For a wedding or reception, for example, is a lovely dress of true pinky beige georgette and gold lace.

The bodice and the long sleeves are cut close to the form, while the skirt is circular and very wide at the hem. It has an inserted band and hem of gold lace, the same appearing on the cuffs while the bodice is quite plain.

For, bridge or an intimate tea party is a frock of *nylon* printed in tones of pale mauve with a design of crocus flowers. A graceful jabot gives the correct one sided effect to the bodice, and the skirt is cut with two frilled tiers.

The third frock of Havana brown silk is designed for a more formal indoor gathering or might be worn, without a coat, for an outdoor function. It is cut on the new coat-dress lines and opens over a vest of apricot coloured *crêpe de chine*. This same material is used for the pleated frill which is cleverly arranged round the neck and down the front of the bodice to give the "coat" effect. The same frills appear from the seam of the sleeve just above the wrist in "musketeer" fashion.

All these frocks and many other equally attractive are to be found at Au Petit Louvre, chez Ullman's in Chater Road. A shipment of other afternoon gowns was expected this morning.



There is nothing "grandmotherly" about a coatless at night this season. Some of the smartest women in London are wearing little matching coats with their evening gowns.

These may be quite plain, or elaborate, as the model sketched. This is in pale yellow ring velvet to tone exactly with a simple chiffon frock. The coatless embroidery is worked with fine silver sequins, and the long ends of the short sleeves reach almost to the hem of the skirt.

PINK, GREY AND ORANGE.

Interesting Exhibition of Pearls at Komor and Komors.

Mr. Kodaka, the great pearl merchant and expert from Japan, has come again to Komor's. His exhibition this year excels anything which he has shown as before. Not only are the pearls themselves, both natural and cultured, of very great beauty, but the settings are particularly fine artistically.

Last year, I remember, he brought what was described as the "pinkest pearl in the world," to-day you can see in the exhibition pearls of many colours, pink, grey, and orange. To the inexperienced eye there is no very great difference between them as they lie in the show cases together, but it has been discovered—late by well-dressed women, that the colour of the pearls they wear makes a very great difference to their appearance. Pearls should, therefore, be very carefully chosen with regard to their effect on the skin.

Pearls are themselves so perfect in texture and lustre, that unless they are of the correct colour they may make the skin look sallow, and as a general rule brunettes who have a warm coloured skin are best suited by pearls of a pinkish or

orange tint, leaving the more white and blue tones for those possessors of a milky complexion.

Platinum and white gold, which is an alloy of gold and platinum, are the newest and most correct settings for pearls, and certainly they serve to bring out the colour and fire of the pearl much better than gold. The settings are mostly very simple since they are after all but settings for the beauty of the gem. You will find bar brooches with the pearl set on an almost knife edge, rings in which only the smallest "claws" hold the pearl in a gentle grip. For men are cuff links with a single pearl set in a square of unpolished white gold, and simple studs and scarf pins. It would be hard indeed to find more lovely gifts or any in better taste.

Pearl necklaces, of course, always enthral women, even in these days of the very cheap and almost universal string. But when you see these necklaces you realise what a world of difference there is between them and imitation beads. Not that they are by any means prohibitive in price. The necklets run

from about \$20; I saw one most perfect one which was of very tiny pearls graduated to a central one about the size of a small pea, which cost \$180, and was to my mind the most lovely string in the exhibition.

In these days of synthetic jewellery it is not necessary to apologise for the "culture" pearl. In any case it needs no apology for it is in every way as lovely as the natural pearl and cannot be told from it, except with special instruments, even by the greatest expert. The cultured pearl is a real pearl, because it is made by the oyster in exactly the same way as the pearl. The only difference is that, in the case of the cultured pearl, the irritant which the oyster laboriously covers in layers of lustrous substance, is introduced by man. The natural pearl is the result of a grain of sand or some other irritant, having accidentally found its way under the oyster's shell.

The exhibition has already been open for some days and the pearls are being sold rapidly, if therefore you wish to see it, and it is very well worth seeing, I should advise you to pay an early visit to Komor's.

THREE GOOD THINGS.

GIFTS FROM THE PIONEER.

There are always good things to be found at the Pioneer Silk Store, and every week something fresh arrives. Of course, just now we are all thinking of Christmas gifts and so I was particularly looking out for suitable things when I paid my weekly visit. Damascened cigarette cases caught my eye first. They are equally appreciated by men or women and are in various patterns and prices.

For a very special gift for a woman a dress, or evening cloak, length of that lovely embossed velvet chiffon would be something quite out of the ordinary and very acceptable. It can be got in about 30 different shades, of which the yellow and greens struck me as being particularly lovely, possibly because both colours are so fashionable for evening wear this winter.

The third suggestion is one of the new printed shawls. They are not so costly as the Cantonese embroidered shawls and are easier to drape and to wear. I noticed two in particular. One has a Persian design in pastel shades on a white ground, the other is black with a shadow design of chrysanthemums in warm yellow. The effect of the latter is very rich and lovely.

FOR AFTERNOON
 AND EVENING.

SOME FELIX FROCKS AND
 HATS.

Felix has, as usual, this week some very pleasing and inexpensive little frocks and hats for both afternoon and evening wear.

For evening the first dress I noticed was a *robe de style* in black taffetas, which was scalloped at the hem, and has a quaint panel of little ruffles down the front of the skirt. The skirt has a graceful sweep down to ankle length at the back and is quite short in front. Another *robe de style* is in soft green satin and is made with panier hips.

Three afternoon frocks in particular attracted me. One is in beige georgette and is made in cross over style. Set flat inside the neck line is a piece of very fine lace in *crêpe* shade, which would make it a most becoming garment for an older woman. Very smart is an all black georgette dress with a tiered skirt and a sort of short cape or very deep Peter Pan collar. This dress relies entirely on its cut for its chic effect and achieves it remarkably well. Apple green georgette is also made with a tiered skirt and finished with a bright little jewelled buckle at the waist.

Among the hats I was particularly struck with the scarlet and the new madonna blue felts. They are very well cut and simply and smartly trimmed. I noticed too, that some of the felt hats have brims of printed velvet which is one of the very newest ideas. That quite delightful combination of velvet and lamé is also well represented in this shop which makes a speciality of smart and up-to-the-minute hats.

The WOMAN'S PAGE

There is no substitute for Bovril.

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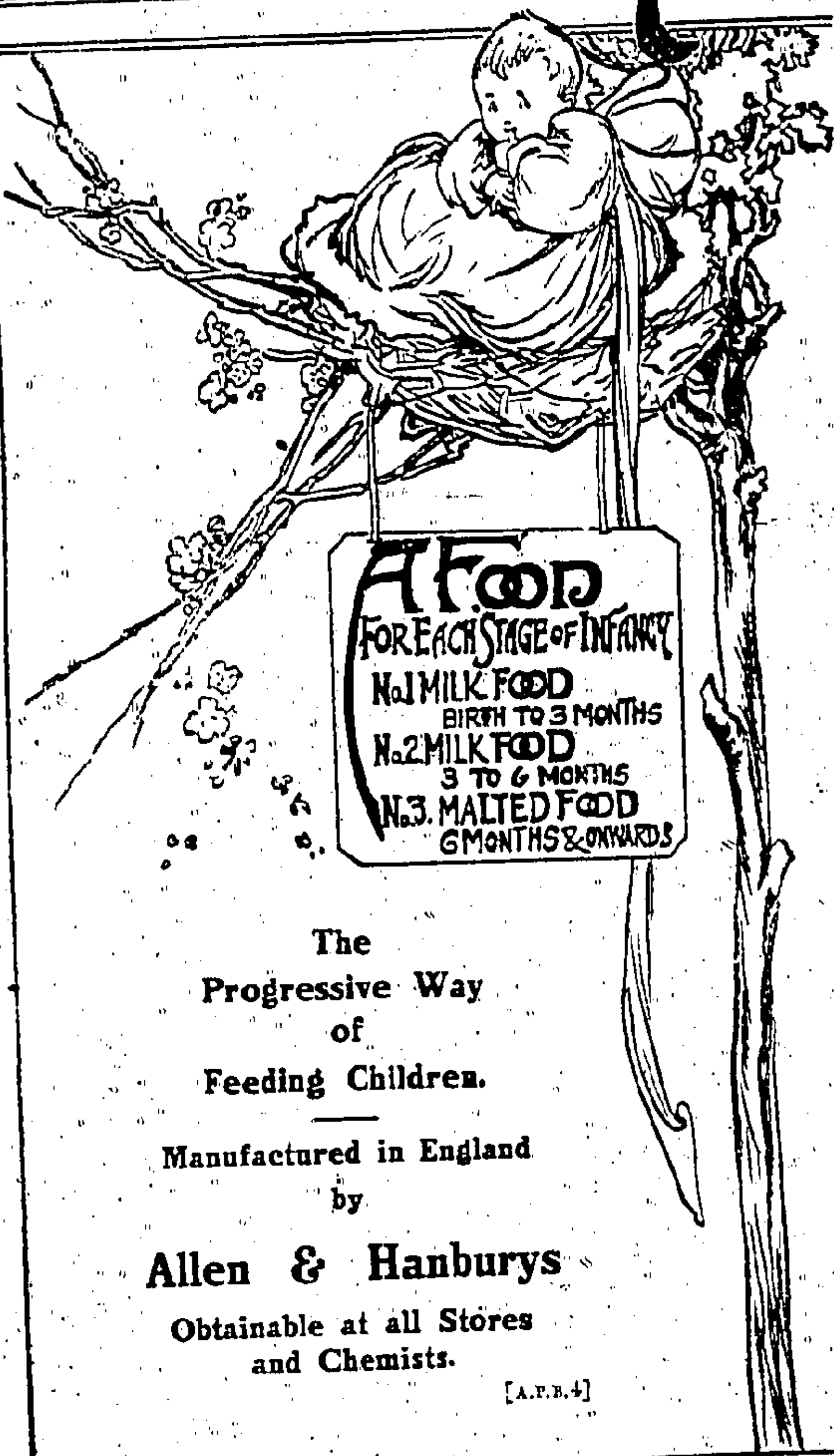
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[A.P.B.]

WOMAN'S PAGE.

FANS AND FLOWERS.

IMPORTANT ACCESSORIES OF THE EVENING MODE.

Fans are quite definitely taking their place in the evening mode again. When we were all so very practical and businesslike they seemed a little out of place, but now that period frocks and sweeping skirts are insisting on femininity in the evening, fans have come to their own. A fan can provide the proper finish to a perfect frock at far less cost than a spray of orchids or other costly real flowers which must be fresh for every time of wearing. Nothing gives so much value to a slender wrist and tapering hand, and the value of the fan to hide an expression—or accentuate one, has been known since the garden of Eden. Surely "Eve" herself must have looked at Adam over a spray of leaves or flowers.

One of the very latest fan fashions is lace. The lace may be gold, silver, black, white, or blonde. It may be quite simply set and depend for its charm on its semi-transparency, or it may be put on in a *frou-frou* like ostrich feathers. The latter is most successful in white or black.

And flowers! Flowers accompany us at all times of the day. From the little button hole of felt, leather or cotton that we wear even with sports clothes, to the lovely exotic blooms which are set in drooping sprays on the shoulder or hip of evening frocks. Gold and silver play an important part in flowers also. Many of the sprays are made entirely of metal tissue often in a new and attractive red gold, other silk blossoms are touched with silver paint. One of the newest flower fancies is a large loose rose of flowered nylon for evening wear.

You can find an excellent selection of fans and flowers *chez Madame Clerget* in Ice House Street.

THE NORTH WIND.

CARDIGANS AND COATS FROM LANE, CRAWFORD'S.

The north wind, or whichever wind it is which brings cold weather with it in this part of the world, is beginning to blow, and it is high time to be seeing about the provision of coats large and small, especially if you are a chilly person or "one given to catching cold easily." Coats and cardigans are so delightful this year. There is nothing "stuffy" about them, nor are they too elaborate to be worn with any than the "one" frock to match which they bought.

Perhaps the sleeveless cardigans which became so popular on their first appearance last year are the most exciting. They are made of all sorts of new materials, some of which are rather difficult to describe unless you have seen them. There is one, for instance, which looks rather like soft reptile skin or, perhaps, stamped velvet, but is in reality a silk woven material with a texture like jersey cloth. It is used for a sleeveless coat in a pretty tan which is blanket stitched and embroidered with pink wool. Rather similar material in taupe is edged with brown silk braid.

Then there are the various Jaeger materials, thick, thin, and shetland. One delightful coat is of white brushed wool and has a touch of embroidery in pastel shades on the pocket. Jaeger shetland wool makes a white cardigan with a pale colour-

ed border, while natural colour is trimmed and belted with clear apple green in another Jaeger garment.

An original and very charming cardigan is made of white flannel and embroidered with red and blue corn flowers which are outlined with gold thread.

Very attractive are little sleeveless coats of Liberty silk printed in cretonne patterns. These could be slipped on at any time in the house, under a tailor made, or over a good many dinner frocks.

I saw, too, some very nice coats of slipping on after tennis, mostly in white, though some of them have touches of colour. For instance, one new French "darning" material has a border of black and white, and above it red flowers. Another which is all white, has wool embroidery, while a third, cut on blazer lines, is bound with silk braid and boasts brass buttons. Some interesting coats which also come from Paris, are made of printed Indian cotton stuff, which has been cleverly quilted with gold thread making most decorative garments. Quilting is one of the newest revivals in Paris this season.

Kasha cloth embroidered with braiding or wool in tones of brown and gold, is also used for light coats with excellent effect.



The small checks of early autumn fabrics usurp the place of the spotted materials which have had things all their own way for so long.

BRIGHTER HUSBANDS.

MORE SURE-OF-A-WELCOME GIFTS.

I have been collecting some more suggestions for "his" present after consultation with a man who professes to know "all about it." A box of 6 artificial silk handkerchiefs in quiet check patterns, mostly of a blue or beige effect. The box is very neat and covered with brown suede. If he does not want it you will find it most useful to keep darning cottons and needles in, as it is just the right size!

Another box of handkerchiefs in similar designs but made of "Pyramid" linen containing a dozen and costs \$7.50. The "box" in this case is a decorated cardboard folder which makes it a very nice looking present. In a fancy folder too "are sets" for the same price, \$7.50, of silk tie, handkerchief, and socks, all to match. Or if you feel rather more wealthy you can get a pull over and golf stockings in the same wool, in a number of different colours and check designs.

Rather less enterprising but sure of a welcome from most men is a pair of gloves, either of chambray leather or doe skin, or you can get him a truly gorgeous dressing gown, or a less gorgeous one if his taste runs that way, in art silk from \$28.50.

All these and many other attractive things can be found in the men's department of Whiteaway, Laidlaw's which is always well worth visiting when the question of presents for men arises.

ROUND THE TOWN.

CHRISTMAS GIFTS FROM LOCAL SHOPS.

Flowers For Christmas Gifts.

In the DOLLY VARDON Hat Shop are some very charming little Christmas gifts in the form of flowers each packed in its own decorative box. They run in price from \$2.50 and are none of them, I believe, over \$5. No two are alike and they cover all feminine flower needs—from the button hole for sports frock or tailor-made, to the lovely blossoms for evening wear.

Some of the latter are in little *midinette* boxes, green with a broad green ribbon to hang on the arm. Most of the evening flowers which are being worn this season are of chiffon or velvet, and are touched with silver. They have long pendant buds and are long silver stems, and are delightfully dainty and fragile looking. The colours which appear to predominate are greens and deep pinks and I found many lovely roses in red gold tissue.

(Continued on next Column).

For Bridge And Fair Ladies.

In the perfumery department of LANE, CRAWFORD'S this week, I noticed some very pretty bridge sets bound in polished leather in various colours. They are in the form of a pocket book and contain scores and room for two packs of cards. For bridge parties, too, are weighted tassels to fasten on the corners of the cloths so that a smooth surface is maintained. These can be got in various colours.

For the toilet table are coloured alabaster and hand painted glass powder bowls, ornamental back puffs and handkerchief puffs with a velvet pad instead of the more usual down.

Last Minute Gifts.

There is still a time for the purchase of last minute gifts, and if you yet have come to get I advise a visit to FELIX. There is a most delightful display there of fancy articles. There are garters in all sorts of pretty ribbons, sachets with lavender and other scented flower petals in side in many different and novel forms. Most of them are covered with satin ribbon and all of them are pretty. Powder puffs, too, in pretty satin cases, flowers of all sorts, and lamp shades and other things which are very tempting.

For The Children.

In the Children's Department of LANE, CRAWFORD'S this week I found several new "Chilprufe" garments. Dear little trunks, drawers, edged with lace, which are warm and yet as dainty as any mother's heart could wish, frocks embroidered in pretty colours and cosy sleeping suits.

I noticed, too, some feeders which would delight the nursery folk. They are made of coloured turkish towelling and have gaily coloured children or animals *appliqué* on them. Some have a pocket with a small coloured hankie tucked in it.

Gloves And Stockings.

Among other charming and most acceptable Christmas gifts to be found *chez PAMELA* are French gloves and silk stockings. These are the most beautiful things of their kind, and fit all the correct shades for the winter season. Of gloves and stockings no woman can have too many.

Christmas Novelties.

In EVE I found some delightful button holes of coloured leather designed to match a leather hand bag, and also some exquisite evening flowers and bags. There are some little novelties for Christmas, left, sachets, buckles, etc., which have an individual charm.

DRESSING ROUND THE CLOCK.

TWEENIES OF THE DRESS WORLD.

So subtle has fashion become that the question of what to wear for this and that happening or hour answer correctly, especially if you have to think before you spend. To be overdressed has always been a reproach and there are many occasions when a compromise of sorts is demanded, a simple evening frock, or an afternoon dress which is not over-smart for lunch.

Evening gowns proper can be very stately this winter and to be overdressed at a familiar little party looks wrong, a stately dress needs the correct surroundings, or it loses in effect.

But it is not always easy to get the right garment, for one reason many women feel that they cannot afford it since it is by nature a compromise and an extra. It is the more pleasing then to find *chez "Eve"* that a special feature is being made of these "tweenies" of the dress world. "Tweenies" is, perhaps, a little unkind for it is apt to suggest a rather grubby and unattractive little person, but like the "tweenie" they are generally useful, if unlike her they are very attractive.

There are, for example, some charming little georgette headed frocks, which could be worn for a small dinner, dance, or other friendly evening engagement, without the least fear of being either over or under dressed. They cost only about \$30 and are very pretty and good in style. I liked particularly a pale yellow one, which was headed with gold, and a black with silver, as both were decidedly original. "Eve" tells me that she will make free of charge, a slip for any of these frocks out of the customers' own material.

Taffetas is always pretty for young girls or slender women, and I found a series of charming little taffetas semi-picture dresses which cost about \$20. There are also georgette frocks, some of them rather more elaborate in cut, which ran from \$35 upwards.

Besides these "tweenies" are a number of very attractive evening (Continued on next Column).

YAUMATI SCHOOL'S SPORTS.

The twelfth Annual Athletic Sports Meeting of the Yaumati Government School was held yesterday afternoon on the School's ground at King's Park, the programme taking the whole day. The standard of racing was very high and all competitors showed a keenness which assisted materially in making the meeting a success.

There were twenty-three events, and Pun Sai Kit won the Championship medal with 21 points, Li Sui Hung being second best with 18 points, and Leung Chi Man third with 16 points.

At the conclusion of the sports the prizes were distributed by Mr. A. E. Wood, the Director of Education.

The results were as follows:—
100 Yards Flat Race.—1st, Leung Chin Man; 2nd, Li Hen Ho.
100 Yards (Junior).—1st, Pan Chuen Pai; 2nd, Leung Tak Wai.
100 Yards Handicap.—1st, Pun Sai Kit; 2nd, Chan New Wan.
High Jump (Senior).—1st, Li Sui Hung (5ft. 1in.); 2nd, Chan Kam Wing.
High Jump (Junior).—1st, Li Sui Hung (4ft. 6in.); 2nd, Yuen Hon Ching.

Sack Race (Junior and Senior).—1st, Au Kwong Wai; 2nd, Li Sui Hung.

Long Jump (Senior).—1st, Leung Chin Man (7ft.); 2nd, Chan Kam Wing.

Long Jump (Junior).—1st, Li Sui Hung (13ft. 1in.); 2nd, Yuen Hon Ching.

Three Legged Race.—1st, Li Hon Ho and Tai Che Kau; 2nd, Tam U Tong and Chan Sik Lam.

200 Yards (Senior).—1st, Leung Chin Nam; 2nd, Li Hon Ho.

200 Yards (Junior).—1st, Li Sui Hung; 2nd, Chung Ming Kwong.

100 Yards, Past Pupils.—1st, So Kwong To; 2nd, Fung Chi Tong.

Team Race.—(Senior): Class 4A; (Junior): Class 6B.

Invitation School Team Race.—1st, Wantai School.

Masters' Race.—1st, Mr. Chiu Hin; 2nd, Mr. Sung On Wing.

Tug-o'-War.—1st, "A" Division.

gowns of a more formal nature, and a series of afternoon frocks, some simple enough for lunch and others designed for bridge or an afternoon function, of these, I want to tell you, more next week.

Hong Kong Weekly Press

PUBLISHED TO-DAY

TO-DAY'S ISSUE OF THE HONG KONG WEEKLY PRESS TRACES THE COURSE OF THE IMPORTANT DIPLOMATIC NEGOTIATIONS AT NANKING THAT ARE EXPECTED TO LEAD TO THE RECOGNITION BY GREAT BRITAIN OF THE NATIONALIST GOVERNMENT. THE FINAL NEWS THAT SEVERAL OF THE FOREIGN DIPLOMATIC REPRESENTATIVES HAVE ALREADY ARRANGED FOR THEIR RETURN TO PEKING SUGGESTS THAT AN EARLY AND SATISFACTORY CONCLUSION TO NEGOTIATIONS THAT WILL HAVE A FAR REACHING EFFECT UPON THE FUTURE OF CHINA MAY BE EXPECTED.

Our Canton correspondent is able to report the successful inauguration of General Chen Ming Shu as Chairman of the Kwangtung Administrative Council, which was accompanied by great cordiality between the new Chairman and Marshal Li Tsi Hsin who remains head of the Government. There was a strong denial by both parties to rumours that there had been any friction between them.

The WEEKLY PRESS also contains a description of the return of the Ryan Monoplane, "Spirit of Canton" in which General Cheung Wai Jeng has been making a most successful long distance flight round China. The programme of the flight is given and an estimate of its importance, contributed by a British Aviator, Mr. B. Vaughan Fowler.

Hong Kong news includes a spirited protest by the business community to the Government against the proposed amendment of the Stamp Duty. Legal and practical objections to the proposal are set out at length.

Among social events of the week was the marriage of Miss Bird, daughter of Lieut. Col. Bird, O.C. the Volunteers, to Lieut. K. W. Beard, R.N., and our Weekly's sport column contains a full report of the R.H.K. Golf Club annual meeting.

Besides reflecting the life of the Colony of Hong Kong, the WEEKLY PRESS summarises political and commercial events in China with a view to keeping those at home conversant with the situation in the Far East.

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[A.P.B.]

HONG KONG VEHICULAR FERRY.

(CONTINUED FROM PAGE 4.)

Problems Of Motor Transport.
Investigations would indicate that firms requiring motor transport to transact their business on both sides of the harbour, are now obliged to consider the question of transport on each side independently; and to provide satisfactory transport at rush periods, it is necessary to provide more lorries than the business necessitates. A vehicular ferry would provide facilities for lorries of the same firm working in co-operation, thus vehicles in Kowloon could be despatched to Hong Kong to assist in pressure of work and vice versa.

Building contractors are of the opinion that, whilst a vehicular ferry would provide better facilities for the transport of consignments of cement during inclement weather and provide for a more intensive use of their motor lorries for transport generally, the installation would not be as economical as present methods, where the cross harbour transport of building materials is effected by junks or lighters which come alongside the Praya roadways, the materials being transported to destination by coolies and/or lorries. The discharge of building materials on the roadway however, causes obstruction to traffic and is undesirable. The construction of piers to provide for the satisfactory handling of building and other materials brought from Kowloon would probably result in transport by the use of these facilities costing as much as by a vehicular ferry.

Part of the fire-fighting appliances of the Colony are located in Hong Kong, the remainder in Kowloon. A vehicular ferry would provide facilities for utilizing almost the full resources of the fire brigade on either side of the Harbour.

A vehicular ferry would facilitate the transport of prisoners and hospital cases between the island and mainland. An average of about 50 stretcher cases per month are transported across the harbour. The present method of handling cross harbour patients is very unsatisfactory and would be eliminated by a vehicular ferry. It is estimated that the fire brigade, police and motor ambulances between them would do at least six to a dozen trips each way daily.

The proposed ferry installation would be of some service to the Post Office and the Imports and Exports Department.

Private Motors.

There are about 1,800 private and public motor-cars and cycles in the Colony. The general opinion appears to be that these vehicles would be transported across the harbour in much greater numbers if improved facilities were provided at a passage rate attractive to the owners of the vehicles.

The investigations, which have been made, would indicate that better facilities for cross harbour transport are very desirable; also that the number of vehicles crossing by ferry would probably not exceed a daily average of 150, and might be considerably less than this figure if the fare was much in excess of \$1.00 per trip. It would therefore appear that at the present time, a vehicular ferry would be unable to earn sufficient return to justify the cost of installation.

Each vehicular ferry provides accommodation for 20 five-seater cars. This is probably in excess of the requirements of a frequent service for a number of years. Some economy might be effected in capital outlay by the construction of smaller boats at a reduced expenditure, say ferry boats to carry 12 motor-cars and/or lorries at a cost of about \$150,000 each. Even by the application of such small economies, it would appear that this service would have to look to the passenger trade for income to ensure financial success. The V.R.C. Site is not conveniently situated to attract a large passenger trade. It is possible, therefore that a vehicular ferry between the V.R.C. and Jordan Road would not have sufficient support from passenger receipts.

The expense of installing a service between Jordan Road and V.R.C. costs practically the same as between Jordan Road and Jubilee Street. Jubilee Street is in a more congested district than the V.R.C., however, with the additional space made available by the proposed reclamation, it is anticipated that there would be no difficulty in satisfactorily regulating traffic at Jubilee Street in accordance with the arrows shown on plan 'D'. The berth at Jordan Road would be a convenient terminus for the Yau-mateli Ferry. It would therefore appear that the vehicular ferry service might replace the existing service between Jubilee Street and Yau-mateli and thus undertake the transport of the large passenger trade on the latter route. The vehicular ferry piers would be suitable for the accommodation of double ended passenger ferry boats similar to the type at present used on the service between Jubilee Street and Yau-mateli. Such boats might therefore make alternate trips on the vehicular ferry route, and thus provide a frequent service to meet the requirements of the passenger traffic.

Cost Of Alternative Scheme.

Estimated cost of establishing a vehicular ferry service between Jordan Road and Jubilee Street the proposed ferry boats being reduced to provide accommodation for 12 five-seater cars only.

Jordan Road-Kowloon.
Reclamation, Ferry piers and offices \$520,000
Jubilee Street-Hong Kong.
Reclamation, Ferry piers and offices (estimates include \$80,000 for office) 653,000
Ferry Boat.
3 Nos. vehicular and passenger ferry boats 340,000
Total cost of Piers, Ferry Boats, &c. \$1,513,000

Messrs. Coope, Fitzmaurice, Wilson & Mitchell-Harbour Development Consulting Engineers—in their report dated November 25th, 1928, state:—

"We have given consideration to the provision of better facilities for traffic between Hong Kong and the Mainland, particularly for vehicular traffic. The only feasible method without great expenditure of money is the provision of ferry boats. There are numbers of these in existence at the present time. Some of the most important are those crossing the Thames, the Mersey, the Clyde, New York Harbour and San Francisco Harbour.

These ferry boats carry large numbers of both horse and mechanical vehicles. That on the Thames at Woolwich is under the control of the London County Council and is looked upon in the same way as a bridge over the Thames or a tunnel underneath, and no charge is made for either vehicles or passengers. It is in fact takes the place of a road. On the Mersey there are several ferry services controlled by the Birkenhead Corporation and a charge is made both for vehicles and passengers.

We consider the cross traffic between Hong Kong and Kowloon is growing sufficiently to warrant the provision by Government of a good vehicular and passenger ferry service."

RIVER GUNBOAT LAUNCHED.

MADAME LI TSAI HSIN PERFORMS CEREMONY.

TRIBUTES TO MESSRS. BAILEY'S SHIPYARD.

BRITISH HELP FOR CANTON NAVY.

Yesterday afternoon amidst cheers and a deafening roar of firecrackers the new river gunboat *Kien Yu* took the water at Messrs. W. S. Bailey's Shipyard after being named by Madame Li Tsai Hsin, the wife of Marshal Li Tsai Hsin.

A large number of Cantonese Naval officers were present and following the ceremony a Chinese Band, which had travelled expressly from Canton for the occasion, played the British National Anthem.

Shortly after 4 p.m. Madame Li arrived in the Company's launch from Hong Kong, accompanied by several Chinese ladies and gentlemen. The party was met by Mr. W. S. Bailey who escorted Madame Li to the launching platform; while the Chinese Naval Officers were shown over the vessel. A series of photographs of the party were also taken.

The Ceremony.

The platform was very effectively decorated in red, white and blue, with the Kuomintang and Chinese National Flags on either side of the large portrait of the late Dr. Sun Yat Sen.

Those present included: Madame Li Tsai Hsin, General Y. Y. Li, A.D.C. to Marshal Li Tsai Hsin, Admiral Chan Chak, C-in-C., the Canton Navy, Capt. K. Y. Wu, Constructor in Chief, Chinese Navy, and Mrs. Wu, Captain Chow Chien Lan, Commander of the *Chung Shan*, Captain H. Y. Tu, Director of the Kwongnam Dock, Engineer-Commander Y. C. Feng, Commander Li, Captain of the vessel, Commander Yiu Ping Chung, Paymaster, Canton Navy, and other officers of the Chinese Navy. Mr. Li Yau Tsun, representing the Chinese Chamber of Commerce, the Hon. Dr. R. H. Kotewall, C.M.G., LL.D., and Mrs. Kotewall, Commander and Mrs. Binney, Mr. R. Sutherland, Mr. and Mrs. W. S. Bailey with Mr. C. F. Mendham and members of the builders' staff.

The Launching.

Madame Li held a bottle of champagne tied with ribbon, and as the vessel glided slowly towards the side of the ship. The water without a splash or a trace of a roll. Little Miss Audrey Bailey then stepped forward and presented Madame Li with a bouquet of crimson roses. The party afterwards adjourned to the Company's office where light refreshments were provided.

Mr. Bailey's Present To Madame Li.

Before proposing success the *Kien Yu*, Mr. Bailey presented Madame Li with a handsome gold bracelet, inlaid with jade, as a souvenir of the occasion.

Mr. Bailey said: Madame Li, General Li, Admiral Chan Chak, Ladies and Gentlemen.—I have to thank you for your kind attendance here to-day and Madame Li for so gracefully launching the latest addition *Kien Yu* to the Chinese Navy; and I have much pleasure in asking Madame Li's acceptance of this small memento of the occasion.

This is the third gunboat we have lately launched for the Chinese Navy, and like the two previous vessels she is designed by your Constructor, in Chief, Capt. K. Y. Wu, who is to be congratulated upon the success of his plans. I wish to thank Admiral Chan Chak, Capt. Wu and Staff for their assistance in carrying out this work which with their able co-operation has gone on without the slightest hitch. This vessel must prove an additional warden and pledge of the peace and prosperity of the Canton Delta and improved trade between Canton and Hong Kong, and I ask you to now join me in drinking success to the *Kien Yu*.

General Li's Reply.

Replying on behalf of the Canton Government, General Li said: Ladies and Gentlemen.—At the request of Marshal Li I have to-day the honour of representing the Canton Government at the launching of our patrol boat *Kien Yu* which has been so successfully performed by Madame Li. You may perhaps wonder why these vessels are being built but you may be sure that this is a sign of reconstruction work by our Government.

Since the revolution practically no construction work has been done, especially for the Navy. This is the first step in our programme. This ship is named *Kien Yu* after one of our revolutionary patriots who gave their lives for the Republic Government. We wish to commemorate our patriots without whom we could never have secured Republic Government, and without Republic Government we could not carry out reconstruction work. Now it is time for us to reconstruct. Our thanks are due to Messrs. W. S. Bailey & Co. for taking up for us the construction of three anti-piracy vessels which we hope will make the Canton Delta secure for trade, so that both Can-

ton and Hong Kong commerce may enjoy peace on the river.

Ladies and Gentlemen let us drink to the health of increased commerce between Canton and Hong Kong and to the success of Messrs. W. S. Bailey & Co.

Admiral Chan Chak.

Admiral Chan Chak said: It is with much pleasure that I address you a second time. The first occasion was at the launching of the *Chung Yuen* and *Chung Kai* a few weeks ago. We have to-day witnessed a very important event in the launching of our new gunboat *Kien Yu*, which has so successfully taken the water, this afternoon.

Speaking for the Chinese Navy, I can only repeat my admiration, for the excellent ship that Messrs. W. S. Bailey & Company have produced to our design, and also the excellent reception this good firm has given us at the launching ceremony. We very much appreciate the fine piece of work you have turned out, and the liberal hospitality you have shown to myself and my officers. Thank you Mr. Bailey for your kind address and generous toast you have proposed and especially for the fine addition you have made to the Chinese Navy.

British's Help.

Captain E. Y. Wu, who designed the *Kien Yu*, paid a warm tribute to Messrs. W. S. Bailey & Company for the very good work they had done. Captain Wu remarked that he was indebted to his Professor at the Armstrong College in England for the knowledge which had enabled him to design the vessel which had just been successfully launched. He also wished to thank Commander Binney, who had given him great assistance during the past few months.

Captain H. Y. Tu, Director of the Kwongnam Dock, also spoke at some length and said how grateful the Canton Government were to Messrs. Bailey for their "indirect training" of the future shipbuilders of China. He was pleased to remark that he knew that they were receiving the very best training that could be obtained in any country—because it was British. (Hear, hear.)

The vessel launched to-day was only a small boat compared to the great warships of the world, but the Chinese Navy would develop into a great power in years to come. The speaker said that he hoped that in the future more vessels would be built by Messrs. Bailey for the Canton Government.

Mr. Bailey briefly thanked Mr. Y. and said that the Company would be only too pleased to assist China in her reconstruction work, and that any other orders for vessel from the Canton Government would receive the attention which had been given to the vessel which had so successfully been launched.

The function closed with the health of Madame Li Tsai Hsin.

Details Of The "Kien Yu."

Details of the *Kien Yu* are as follows:—

Length 121 feet, Breadth 21 feet 6 ins., Depth 8 feet with a service speed of 14 miles per hour on maximum draft.

This ship is constructed of galvanized steel with straight stem and cruiser stern.

Deck houses of steel structure occupy the middle of ship with clear deck spaces both forward and aft.

A steel mast of lattice type for carrying a machine gun, search light and wireless antennae in conjunction with a short wooden after mast, and rigging serving for general outlook is supplied. Bullet proof plating and wire netting are fitted along both sides of the ship in way of main and upper decks. The crew are housed under the deck and the Captain and officers on the upper deck in a steel house and extending to the ships sides. The whole length of the vessel is divided into nine water tight compartments by steel bulkheads.

To ensure quickness in turning there are two rudders of spade type. Bullet proof plating is also fitted round engine and boilers, around the four sides of the upper deck and the ships sides are armoured from the under side of the fender to 6 ins. below the waterline to cover the magazine and machinery spaces; bullet proof shields made to raise or lower are fitted at decks.

The primary gun is housed forward on the upper deck on a strong steel support; smaller foundations are fitted, and the vessel's wireless has a day and night sending and receiving radius of 200 miles.

Electric signal lights are fitted at mastheads protected by metal frames and connected to a Morse keyboard. The wheel house is fitted with metal racks for rifles.

Engine, telegraph and voice tubes, etc., and the windows are fitted with bullet proof shutters. An ammunition hoist is located in the crew space forward with iron ladder to deck and is fitted with hoisting gears, buckets, and a bullet proof steel cover. There are three crew spaces one forward and one aft of the magazine, and one abaft the engine room.

Metal lockers are provided for the effects of the crew. The Captain's room is on upper deck and has a white enamel bed with spring mattress, locker, lavatory, and upholstered settee and bell pushes, etc. Baths are provided for Captain and all officers.

The engines are triple compound with condenser athwartships and common to both engines.

(Continued on next column.)

CONSIGNEE NOTICES.

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM MIDDLESBRO', ANTWERP, LONDON AND STRAITS.

The Steamship "BENMOHR."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the House KONG and Kowloon Wharf and Godown Company, Ltd., whence, and/or from the wharves Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 28th instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 11th January, 1929, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 17th instant at 10 a.m., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 20th Dec., 1928. [7132]

BRITISH INDIA S.S. CO., LTD.

FROM CALCUTTA, PENANG AND SINGAPORE.

The Steamship "GAZANA"

CONSIGNEES of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as soon as the Goods are landed.

Goods not cleared by 26th December, 1928, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas at 10 a.m., on Mondays and Thursdays.

All Claims must be presented within Ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

A Protest has been noted by the Master against bad weather.

MACKINNON, MACKENZIE & CO., Hong Kong, 19th Dec., 1928. [7123]

NORDEUTSCHER LLOYD, BREMEN.

THE Motor Ship "FULDA"

having arrived from BREMEN, HAMBURG and FORT, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery may be obtained.

All Goods remaining undelivered after the 24th of December, 1928, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ashe at 10 a.m. on the 22nd of December, 1928.

No Claims will be admitted after the Goods have left the Godowns and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognized.

Consignees are requested to surrender their Bills of Lading to the Underwriter for countersignature.

MELCHERS & CO., Agents.

NORDEUTSCHER LLOYD, BREMEN, Hong Kong, 17th Dec., 1928. [7116]

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, Dec. 10th.

	Previous Day	On Day	at 2 p.m.	at 6 a.m.	at 10 a.m.
Barometer	30.13	30.31	30.19		
Temperature	67	72	68		
Humidity	69	73	61		
Wind					
Direction	E	NNE	E		
Force	4	1	2		
Weather	B	O	C		
Rain	0.00	0.00	0.00		
Highest open-air Temperature, 19th: 81					
Lowest open-air Temperature, 20th: 69					

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder

All pumps are independent of main engines, while all workmanship and materials are in excess of Board of Trade Requirements. The condenser is of the U-tube type with solid drawn brass tubes. The air pump is the Mono type, independent and steam driven, while the circulating pump is also independent.

There are two general service pumps with connections to every part of vessel.

Steam is supplied by a watertube boiler of the Thornycroft's latest type, tested to 330 lbs., and working at 200 lbs. per square inch, with 2,300 square feet of the surface. The boiler casings are of steel lined with asbestos. All engine and boiler fittings and mountings are of the very highest class.

Eight Kilowatt electric steam generators sets, oil driven generating plant, and switch board and fire pumping set are fitted.

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'S STEAMER "TRESILLIAN."

ARRIVED HONG KONG ON 17th DECEMBER, 1928.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, MALTA, PORTSAID, ADEEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary Six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m., on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Underwriter on or before 8th January, 1929, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godowns.

MACKINNON, MACKENZIE & CO., Agents.

Hong Kong, 18th Dec., 1928. [7117]

HAMBURG AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship "OLDENBURG"

having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd December, 1928, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 22nd December, 1928, at 10 a.m., by our Surveyors, Messrs. Goddard and Douglas.

All Claims must reach us before the 6th January, 1929, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

JEESEN & CO., Agents.

Hong Kong, 18th Dec., 1928. [7112]

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM LEITH, MIDDLESBRO', ANTWERP, LONDON, STRAITS & PHILIPPINES.

The Steamship "BENARTY."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the House KONG and Kowloon Wharf and Godown Company, Ltd., whence, and/or from the wharves, Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 6th January, 1929, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 18th Dec., 1928. [7111]

SERVICES CONTRACTUALS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "ATHOS II"

ARRIVED HONG KONG ON 18th DECEMBER, 1928.

FROM MARSEILLES, etc., ALSO BRINGING CARGO FROM COGNAC, LA PALICE, etc., EX S.S. "TETUAN"

CONSIGNEES of Cargo by the above named Steamer are hereby informed that their Goods with the exception of Opium, Treasures and Valuables are being landed and placed at their risk in the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery can be obtained as the Goods are landed.

Goods not cleared within 7 days, including date of arrival, will be subject to Rent.

All Claims must be sent to the Underwriter before Thursday, the 27th December, 1928, or they will not be recognized.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas at 10 a.m. on Monday, the 24th December, 1928.

No Claims will be admitted after the Goods have left the Godowns.

No Fire Insurance will be effected by us in any case whatever.

LESBOIS, Agents.

Hong Kong, 18th Dec., 1928. [7110]

FRY'S CARTETS CUBE BLOCK CHOCOLATE

Ask for a Cartet!

A "square" meal in a Cartet! Sustaining, strengthening and energy-giving chocolate in cartets is an ideal food in a convenient and pleasant form. Just the thing for lunch—theatre—travelling—sports and in fact whenever you need a standby. There are four varieties to choose from and each represents the latest achievement in the production of good chocolate.

BUY A CARTET TO-DAY!

Fruit & Nut Chocolate
Smooth delicious plain chocolate, mixed with juicy raisins and crisp almonds!

Milk Chocolate
Made with fresh milk from English farms. The choicest milk chocolate that can be produced!

Valencia Chocolate
Delightful milk chocolate made even more delightful with fruity raisins and choicest almonds!

Belgrave Chocolate
Perfectly plain, plainly perfect. Belgrave is a chocolate quite out of the ordinary!

SOLE AGENTS:—

J. D. Hutchison

& Co.



CHINA NAVIGATION COMPANY, LIMITED.

SWATOW	"CHINGKIANG"	On 21st Dec.	3 p.m.
AMOI & SHANGHAI	"HANYANG"	On 22nd Dec.	Noon
WUHAN, CHUNGKING & TIENTSIN	"KIUKIANG"	On 23rd Dec.	7 a.m.
SWATOW, SHANGHAI & TIENTSIN	"HUICHOW"	On 24th Dec.	8 a.m.
SWATOW & DALRY	"SZECHOW"	On 25th Dec.	8 a.m.
SWATOW & BANGKOK	"YINGCHOW"	On 26th Dec.	9 a.m.
AMOI, SWATOW & SINGAPORE	"ANTUNG"	On 27th Dec.	4 p.m.
AMOI, SHANGHAI & TIENTSIN	"SINKIANG"	On 28th Dec.	3 p.m.
HONGKOW, SINGAPORE & BANGKOK	"KWANGTUNG"	On 29th Dec.	Noon
SWATOW & SHANGHAI	"YUNNAN"	On 30th Dec.	3 p.m.
HONGKOW, PAKHOI & HAIPHONG	"LEIAN"	On 31st Dec.	10 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SOOCHOW"	On 1st Jan.	8 a.m.
SWATOW & DALRY	"LUCHOW"	On 2nd Jan.	8 a.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 3rd Jan.	9 a.m.
WUHAN, CHUNGKING & TIENTSIN	"KURICHOW"	On 4th Jan.	4 p.m.
AMOI, SHANGHAI & TIENTSIN	"SUNNING"	On 5th Jan.	3 p.m.
AMOI, SWATOW & SINGAPORE	"ANKING"	On 6th Jan.	4 p.m.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents.
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HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due from Hong Kong	Due to Sydney
"TAIPING"	4th January, 1929	11th January, 1929
"CHANGTE"	8th February, "	15th February, "
"TAIPING"	8th March, "	15th March, "

* Calls at Hilo.
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S.S. "DUMAEUS" ... 11th January
S.S. "AUTOLYCHUS" ... 8th February
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IMPROVED SERVICE

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FAST MOTOR VESSELS

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AND

NEW YORK

S.S. "ROYAL PRINCE" ... 31st December
M.V. "JAVANESE PRINCE" ... 28th January, 1929

For Freight and Full Particulars, apply to—

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Sailings from Hong Kong:

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port Said.	To Yokohama via Shanghai and Kobe.
CHEONGCHAU ... 1st Jan., 1929	D'ARTAGNAN ... 1st Jan., 1929
ATHOS I ... 18th Jan. "	SPHINX ... 18th Jan. "
ELABAGAN ... 29th Jan. "	G. METZINGER ... 29th Jan. "
SPHINX ... 12th Feb. "	PAUL LEOAT ... 12th Feb. "
G. METZINGER ... 28th Feb. "	ANDRE LEBON ... 28th Feb. "
PAUL LEOAT ... 13th Mar. "	PORTHOS ... 13th Mar. "
ANDRE LEBON ... 28th Mar. "	CHEONGCHAU ... 28th Mar. "
PORTHOS ... 9th Apr. "	ATHOS II ... 9th Apr. "

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For Full Particulars, apply to—
Cie des MESSAGERIES MARITIMES, 8, Queen's Building.
Telephone: C. 651 and 740.

TROOP MOVEMENTS.

"NEURALIA" PASSING THROUGH TO-DAY.

"SOMERSETS" ON THE WAY.

Resident of the Colony will during the next two months bid farewell to that very popular unit the 1st Batta. Queen's Royal Regiment who have proved their worth on the football field and whose band has given us many delightful entertainments. Their destination is Malta. Another unit well known here will be passing through shortly, home-bound, namely the 2nd Batta. Scots Guards who were recently sent from here to Shanghai.

Four transports are still left with a trip each before the close of the present trooping season at the end of February. The *Neuralia* is making a call here to-day with the 2nd Batta. South Staffordshire Regiment travelling from Southampton to Shanghai.

On the homeward journey from Shanghai, the *Neuralia* will transport the 2nd Batta. South Staffordshire Regiment to India and also half the strength of the 1st Batta. The Northamptonshire Regiment to Malta. The vessel will leave Hong Kong on January 2nd and call at Singapore.

The 1st Somerset Light Infantry, who will strengthen the local Garrison, are due here on January 10th on the transport *City of Marseilles*, and they will occupy a part of the Shamshipo Camp. They are coming from Egypt and have already left Suez. Families are also aboard and they will be accommodated in President Apartments and staffs engaged elsewhere in Kowloon.

On the return voyage from Shanghai, the *City of Marseilles* will convey the 2nd Batta. Scots Guards who are leaving for Home. The vessel will leave Hong Kong on January 24th, being due in Southampton on February 27th.

The transport *Somereshire*, due here on February 14th, will have on board the 2nd Wiltshire Regiment which was first intended as an additional unit for Hong Kong, but they will probably go to an amended destination further North.

The 1st Bede and Herts, who are at present at Shamshipo, will go under canvas in the New Territories to make way for the Somerset. They will proceed to India on the troopship *Somereshire* due to leave here on February 27th.

Lastly the *Dorsetshire*, arriving about the middle of February, will bring Indian troops from Bombay to Hong Kong and the vessel will proceed to Shanghai where the remainder of the Northamptonshire Regiment will be embarked for Malta. The 1st Batta. Queen's Royal Regiment will also board the vessel here for Malta.

A Welcome Visitor

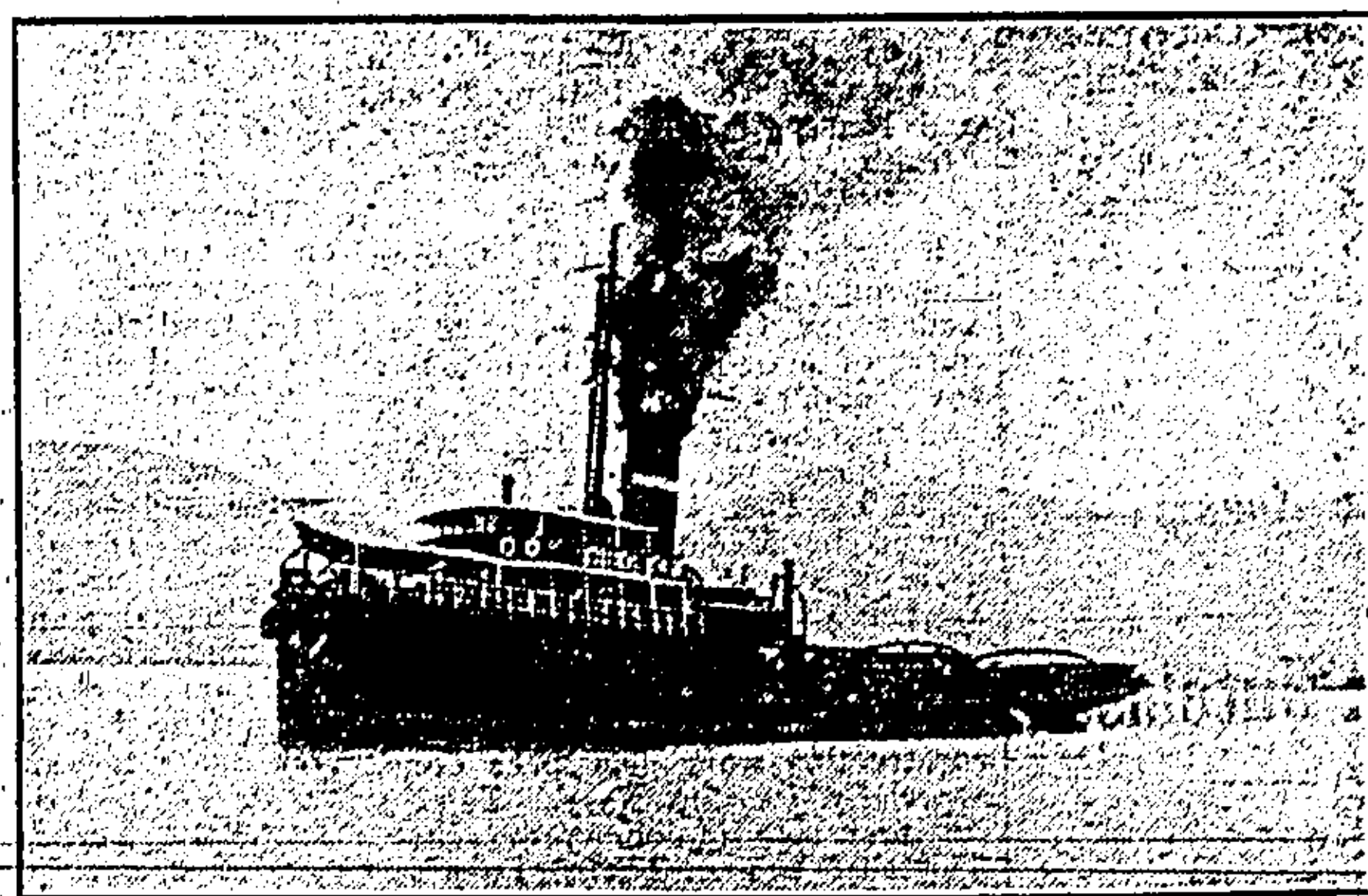
at any time in every household. Every Bug, Flea, Beetle, Moth, Fly, etc., die once it has come into proper contact with

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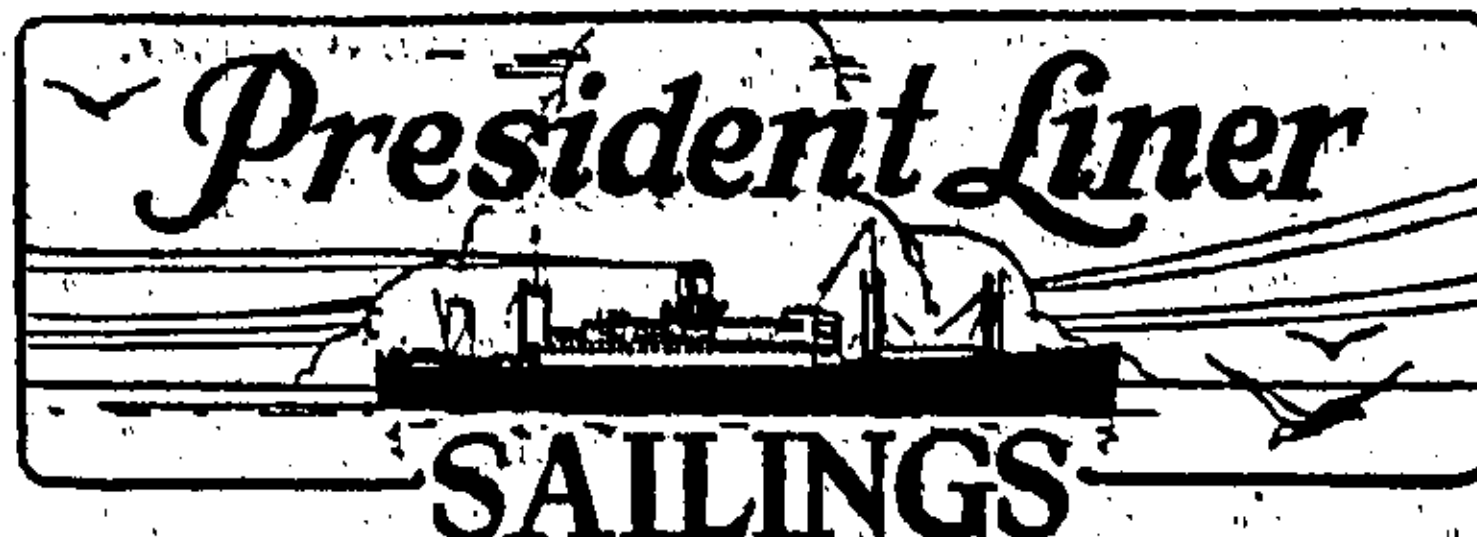
Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by The Hong Kong & Whampoa Dock Co., Ltd., Hong Kong, for their own service, 1921. Length 165' B.P., Breadth 34' (m), Depth 17' (m), I.H.P. 2,000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Works.

Please address enquiries to the Chief Manager.

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.



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The *Shanghai Belt* via Honolulu

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Pres. Jackson ... Tues., Jan. 1st

Pres. McKinley ... Tues., Jan. 15th

Pres. Grant ... Tues., Jan. 29th

Pres. Cleveland ... Tues., Feb. 13th

To Seattle and Victoria

The *Short, Straight Route to America*

Fortnightly sailings on Tuesdays

Pres. Pierce ... Tues., Dec. 25th, 8 a.m.

Pres. Taft ... Tues., Jan. 8th

Pres. Jefferson ... Tues., Jan. 22nd

Pres. Lincoln ... Tues., Feb. 5th

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Pres. Van Buren ... Sun., Jan. 13, 8 a.m. Pres. Adams ... Sun., Feb. 24, 8 a.m.
Pres. Hayes ... Sun., Jan. 27, 8 a.m. Pres. Garfield ... Sun., Mar. 10, 8 a.m.

To Manila

Pres. Jackson ... Dec. 32nd, 6 p.m. Pres. Jefferson ... Jan. 15th, 6 p.m.
Pres. Taft ... Jan. 1st, 6 p.m. Pres. Grant ... Jan. 19th, 6 p.m.
Pres. McKinley ... Jan. 5th, 6 p.m. Pres. Lincoln ... Jan. 29th, 6 p.m.

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loading on or about

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SAILING LIST.

OTHER SAILINGS:—	SHANGHAI, ETC.	COPENHAGEN, ETC.
M.V. "Panama" ...	27th Dec.	6th Feb., 1929
M.V. "Danmark" ...	5th Jan.	14th Feb. "
M.V. "Java" ...	22nd Jan.	3rd Mar. "
M.V. "Australia" ...	11th Feb.	24th Mar. "
M.V. "Chile" ...	23rd Feb.	6th April, "

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INDO-CHINA STRAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"CHAKSANG" "FOOSHING" "HOPSHANG" "YATSHING"	Satur., 22nd Dec., at 4 p.m. Wed., 26th Dec., at 7 a.m. Sun., 30th Dec., at 7 a.m. Wed., 2nd Jan., at 7 a.m.
MOJI & KOBE	"SUISANG"	Wed., 26th Dec., at Noon.
OSAKA via AMOY, SHAL, MOJI & KOBE	"KUMSANG"	Sun., 30th Dec., at 7 a.m.
STRAITS & CALOUTTA	"NAMSANG" "KUTSANG"	Satur., 5th Jan., at 3 p.m. Wed., 9th Jan., at 3 p.m.
SANDAKAN	"MAUSANG" "BINSANG"	Fri., 11th Jan., at 3 p.m. Fri., 18th Jan., at 3 p.m.
CANTON	"CHIFSHING"	Sun., 23rd Dec., at 10 p.m.
TIENTSIN	"CHIFSHING"	Thurs., 27th Dec., at Noon

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS.

Telephone: CENTRAL No. 215.

[8]

GLEN LINE.

FARE: HONG KONG TO LONDON £22.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship "GLENIFFER" ...	(via Oran)	9th Jan., 1929
Steamship "GLENSHANE" ...	(via Oran)	6th Feb., "
Steamship "CARDIGANSHIRE" ...	(via Oran)	6th March, "
Motor Vessel "GLEGARRY" ...	(via Oran)	3rd April, "

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Steamship "GLENSHANE" ...	31st Dec.
Motor Vessel "GLENOGLE" ...	7th Jan., 1929
Steamship "CARDIGANSHIRE" ...	31st Jan. "
Motor Vessel "GLENAMOI" ...	11th Feb. "
Motor Vessel "GLEGARRY" ...	18th Feb. "

For Freight, Passage and further Particulars, apply to

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.



FAR EASTERN PASSENGER & FREIGHT SERVICE.

FARE FROM HONG KONG TO GENOA:

Cabin class ...	£73.	Intermediate class ...	£18.
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THROUGH BOOKINGS TO LONDON: FARE FROM HONG KONG TO LONDON

Cabin class ...	£80.
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NEXT SAILINGS TO EUROPE:—

Freight M.S. "Koenigsberg" ...	departure 28th Dec.
Pass. M.S. "FULDA" ...	departure 12th Jan.
Freight S.S. "Kemscheid" ...	departure 21st Jan.
Freight S.S. "Main" ...	departure 31st Jan.
Pass. S.S. "TRIEM" ...	departure 9th Feb.
Freight S.S. "Anhalt" ...	departure 21st Feb.

Passenger steamers sailing via Manila and Ports to Genoa.
Rotterdam, Hamburg and Bremen.

Freight steamers sailing via Singapore and Ports to Marseilles.
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◀ Through Bills of Lading issued to all parts of the world. ▶

NEXT ARRIVALS FROM EUROPE:—

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FARE FROM HONG KONG TO SHANGHAI:

Cabin class ...	£75.00.	Intermediate class ...	£45.00.
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Freight S.S. "Main" ...	due here 25th Dec.
Pass. S.S. "TRIEM" ...	due here 13th Jan.
Freight S.S. "Lahn" ...	due here 30th Jan.
Pass. S.S. "DERFFLINGER" ...	due here 16th Feb.
Freight S.S. "Goettingen" ...	due here 28th Feb.
Pass. S.S. "SAARBRUECKEN" ...	due here 13th Mar.

MELCHERS & CO.,

AGENTS, HONG KONG.

Telephone C. 6378.

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HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Class Coast Steamers. Sailings subject to alteration without notice.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 8 to 9 Days)

"HAIYANG" ...	Friday, the 21st Dec., at 2 p.m.
"HAIYANG" ...	Wednesday, the 26th Dec., at 2 p.m.
"HAIYANG" ...	Friday, the 28th Dec., at 3 p.m.

* Calling at Swatow & Amoy with Passengers only.

Arrivals and Departures from the Company's Wharf (near Blake Pier Round Trip Tickets will be issued from Hong Kong to Fuchow (Pagoda Anchorage) or vice versa and Return by the same Steamer at the Reduced Rate of \$6000 including Meals while the Steamer is in Port.

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DOUGLAS LARPAIK & CO.,

General Managers.

CANADIAN PACIFIC

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC
TO VICTORIA AND VANCOUVER17 Days Hong Kong-Vancouver, 14 Days Shanghai-Vancouver.
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

SAILINGS 1929.

Steamers	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPEROR OF RUSSIA	Jan. 9	Jan. 13	Jan. 15	Jan. 17	Jan. 26
EMPEROR OF ASIA	Jan. 23	Jan. 25	Jan. 29	Jan. 31	Feb. 9
EMPEROR OF FRANCE	Feb. 13	Feb. 15	Feb. 19	Feb. 21	Mar. 9
EMPEROR OF RUSSIA	Mar. 6	Mar. 9	Mar. 12	Mar. 14	Mar. 23
EMPEROR OF ASIA	Mar. 27	Mar. 29	Mar. 31	Apr. 2	Apr. 11
EMPEROR OF FRANCE	Apr. 10	Apr. 13	Apr. 16	Apr. 18	Apr. 27
EMPEROR OF RUSSIA	May 1	May 4	May 7	May 9	May 18
EMPEROR OF ASIA	May 15	May 18	May 21	May 23	May 31
EMPEROR OF FRANCE	June 5	June 8	June 11	June 13	June 22
EMPEROR OF RUSSIA	June 26	June 29	July 2	July 4	July 13
EMPEROR OF ASIA	July 10	July 13	July 16	July 18	July 27

E/A Asia and E/Russia call at Nagasaki the day after departure from Shanghai

Connecting Canadian Pacific Atlantic sailings from Montreal and Quebec
every few days to Liverpool, Southampton, Glasgow,
Antwerp, Cherbourg and Hamburg.

HONG KONG-MANILA SERVICE

Leave	Arrive	Leave	Arrive
Hong Kong	Manila	Manila	Hong Kong
Jan. 11	Jan. 13	EMPEROR OF FRANCE	Jan. 13
			Jan. 15

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PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department.	Tel. C. 752.	Cables: "GACANPAC."
Freight and Express.	Tel. C. 42.	Cables: "NAUTILUS"

N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES

2120, 2112, 2110, 2102, 223; VIA SAN FRANCISCO.

G440, G442 via JAPAN and SHANTUNG.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TENYO MARU Wednesday, 23rd Jan.

KOREA MARU Wednesday, 26th Feb.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,
via Singapore, Penang, Colombo & Suez.

KATORI MARU Saturday, 28th Dec.

ATSUTA MARU Saturday, 12th Jan.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU Wednesday, 23rd Jan.

MISHIMA MARU Wednesday, 26th Feb.

BOMBAY via Singapore, Penang & Colombo.

NAGATO MARU Thursday, 27th Dec.

YAMAGATA MARU Sunday, 30th Dec.

SOUTH AMERICA (West Coast) via Japan, Honolulu,
Los Angeles, Mexico and Panama.

ANTO MARU Friday, 1st Feb.

SOUTH AMERICA (East Coast) via Singapore, Cape
Town & Ports.

KAMAKURA MARU Saturday, 5th Jan.

NEW YORK via PANAMA.

TAKAOKA MARU Monday, 31st Dec.

ATSUTA MARU Wednesday, 12th Jan.

LIVERPOOL via Port Said, Genoa & Marseilles.

DAKAR MARU Sunday, 23rd Dec.

CALCUTTA via Singapore, Penang & Bangkok.

BANGKOK MARU Saturday, 29th Dec.

GENOA MARU Sunday, 6th Jan.

SHANGHAI, KOBE & YOKOHAMA.

HAKODATE MARU (Kobe direct) Friday, 31st Dec.

DELAGO MARU Monday, 24th Dec.

HAKONE MARU Monday, 24th Dec.

MITO MARU Wednesday, 26th Dec.

* Cargo only.

Reduced 1st Class Excursion Rates quoted between Manila and Australia.

For further information, apply to
NIPPON YUSEN KAISHA.

Telephone: Central No. 292 (Private exchange to all Depts.).

THE MOTOR VESSEL

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Due to sail to SINGAPORE, BELAWAN, DELI and
PENANG, on 20th December, at Noon.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.

English cuisine. Wireless telegraph.

1st Class Fare to Singapore—\$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)
Service to destinations in the Netherlands East Indies
and Australia.

Agents:—

JAVA-CHINA-JAPAN-LIJN.

Telephone 1574. YONG BUILDING, CRANFORD ROAD.

Shipping News Daily Statement, Waterfront News,
Vessels Expected, etc.YESTERDAY'S FREIGHT
RETURNS.LOCAL IMPORTS STILL VERY
GOOD.THROUGH FREIGHTS
DECREASE.

The returns of general merchandise discharged for Hong Kong during the 24 hours ended at 9 a.m. yesterday were again very good. Through freights, however, showed a big decrease. Thirteen arrivals and fourteen departures were shown, of which five arrivals and seven departures were British. British imports were only fair, but through freights were high.

Eleven vessels discharged 16,233 tons of general cargo for this port of which four British ships contributed 2,257 tons. The two best returns were two Japanese vessels. The s.s. Amagisan Maru from Port Redon discharged 5,500 tons of limestone, while the s.s. Meikei Maru from Miki had 3,577 tons of coal.

Only three vessels carried through freights amounting to 3,738 tons. Two vessels were British carrying a total of 7,183 tons. The s.s. Gazana (British) was best carrier with 6,508 tons of general merchandise, while the s.s. Tonner (Norwegian) from Chinwangtao carried 1,600 tons of coal.

The arrivals and departures during the period under review were as follows:—

	Arr.	Dep.
British	5	7
Norwegian	1	0
Japanese	3	1
Chinese	4	4
Dutch	0	2
Total	13	14

DETAILS OF FREIGHTS.

Kut Sang (British) arrived from Osaka and Kobe with 705 tons of general cargo for Hong Kong. Kwangtung (British) arrived from Bangkok and Kanchang with 2,237 tons of rice and timber for Hong Kong.

Gazana (British) arrived from Calcutta and Singapore with 972 tons of general merchandise for Hong Kong and 6,500 tons of pig iron and general cargo for through ports.

Hanyang (British) arrived from Tongki and Swatow with 373 tons of general cargo for Hong Kong and 650 tons for through ports. Tonner (Norwegian) arrived from Chinwangtao with 2,925 tons of coal and general cargo for Hong Kong and 1,600 tons for through ports.

Meikei Maru (Japanese) arrived from Miki with 3,497 tons of coal and 90 tons of coke for Hong Kong. Amagisan Maru (Japanese) arrived from Port Redon with 5,500 tons of limestone for Hong Kong.

Sun Kong (Chinese) arrived from Kwong Chow Wan with 250 tons of general cargo for Hong Kong.

Sun Chih (Chinese) arrived from Saigon with 1,700 tons of rice for this port.

SUNRISE AND SUNSET.

	Sunrise	Sunset
To-day	6.53 a.m.	5.44 p.m.
To-morrow	6.59	5.44
Sunday	6.59	5.45

VESSELS EXPECTED.

American Mail Line.

President Jackson, to-morrow.

Australian-Oriental Line.

Taiping, January 4th.

Changia, February 8th.

Bank Line.

City of Madras, Dec. 28th.

Levernbank, January 8th.

City of Bedford, Jan. 8th.

City of Rangoon, January 15th.

City of Baroda, February 1st.

Ben Line.

Benmore, to-day.

Blue Funnel Line.

Hector, Dec. 24th.

Aireux, Dec. 26th.

Thebus, Dec. 30th.

Protestant, January 3rd.

Achilles, January 6th.

Aeneas, January 8th.

Sargis, January 8th.

Emacu, January 10th.

Lycos, January 11th.

Ningchow, January 13th.

Automaton, January 15th.

Tydeus, January 18th.

Aeneas, January 22nd.

Lion, January 29th.

Dohus, January 31st.

Keemyn, January 31st.

Calchas, February 3rd.

Philoctetes, February 5th.

Patroclus, February 7th.

Phemius, February 7th.

Autolytus, February 8th.

Demodocus, February 10th.

Bellerophon, February 20th.

Eurystheus, February 20th.

Troilus, February 24th.

Tyndarus, February 24th.

Agamemnon, Mar. 7th.

Antenor, March 7th.

British-India and Apcar Line.

Talamba, to-morrow.

Santia, December 31st.

Talmia, January 4th.

Tilawa, January 11th.

Takliwa, January 17th.

Takada, January 28th.

Dollar S.S. Line.

President Pierce, Dec. 24th.

President Wilson, Dec. 29th.

President Taft, Dec. 31st.

East Asiatic Co., Copenhagen (John
Manners & Co., Agents).

Panama, Dec. 23rd.

Danmark, Dec. 31st.

Siam, January 15th.

Java, January 20th.

Australia, February 11th.

Eastern and Australian Lines.

St. Albans, December 28th.

Arafura, January 7th.

Tanda, February 4th.

Glen Line.

Glenahane, Dec. 31st.

Glenogle, January 7th.

Gleniffer, January 9th.

Cardiganhire, January 21st.

Glenamoy, Feb. 11th.

Glenparry, February 18th.

Hamburg-Amerika Linie.

Sachsen, to-day.

Saarland, Dec. 25th.

Emil Kirdorf, Jan. 10th.

Havelland, Jan. 22nd.

Havensand, Feb. 6th.

Leverkuhn, Feb. 8th.

Ermland, March 5th.

Java-China-Japan Line.

Tjitaroca, Dec. 24th.

Tjitalak, December 28th.

Tjiki, December 31st.

Tjipondari, December 31st.

Tjikembang, January 2nd.

Tjikong, January 11th.

Tjikong, January 14th.

Tjikarang, January 18th.

DAILY WATERFRONT
NEWS.NEW SCALE OF SURVEY
FEES.OBTAINABLE AT HARBOUR
OFFICER.

[BY LONGSHOREMAN.]

A notification to Mariners posted at the Harbour Office states that Shipowners and Masters are notified that a new scale of Survey fees will be published in the Government Gazette of December 21st, 1928 (to-day). Copies of a pamphlet showing the fees will shortly be available at the Harbour Office at 50 cents per copy.

To Burn Unserviceable Cordite. A notification received from the Royal Naval Armament Department states that some unserviceable cordite will be burnt at Stonecutters Rifle Range on Friday, December 21st (to-day).

A New British Arrival. The s.s. Gazana (British) which arrived here from Calcutta and Singapore paid her first visit to the port. The vessel is owned by the British India Steam Navigation Company, for whom Messrs. Mackinnon & Mackenzie are the local agents. The vessel brought 972 tons of general cargo for this port and 6,500 tons for ports beyond. The vessel has a net tonnage of 3,119 tons and Captain G. S. Mann is in command with a crew of 81, of which eleven are Britishers. The vessel also carried 68 packages and 87 bags of mail for the Navy.

Causing Obstruction At Shelter
Entrance.

For anchoring his junk at the entrance of the Yau Ma Tei Typhoon Shelter and thereby causing obstruction to other vessels leaving and entering the Shelter, a Chinese master of a cargo boat was fined \$10 with the alternative of 10 days hard labour by Commander J. B. Newell, D.S.O., R.N., at the Harbour Office yesterday morning.

Asiatic Deck Passengers.

Four vessels brought 216 Asiatic Deck Passengers to the Colony during the 24 hours ended at 9 a.m. yesterday.

Messageries Maritimes.

Chenoncvau, January 1st.

D'Arctagnan, January 1st.

Athos II., Jan. 15th.

Sphinx, January 15th.

General Mettinger, Jan. 29th.

Paul Lecoq, February 12th.

Andre Lebon, Feb. 28th.

Porthos, March 12th.

Nippon Yusen Kaisha.

Aki Maru, to-day.

Bingo Maru, to-day.

Hakodate Maru, to-day.

Dakar Maru, to-morrow.

Delagoa Maru, Dec. 23rd.

Hakone Maru, Dec. 23rd.

Mito Maru, Dec. 25th.

Nagato Maru, Dec. 28th.

Katori Maru, Dec. 28th.

Malacca Maru, Dec. 28th.

Rangoon Maru, Dec. 28th.

Tamba Maru, Dec. 29th.

Yamagata Maru, Dec. 29th.

Tenyo Maru, Dec. 30th.

Toyooka Maru, Dec. 30th.

Kanakura Maru, January 4th.

Sua Maru, January 6th.

Penang Maru, January 10th.

Atsuta Maru, January 11th.

Nippon Maru, January 13th.

Nippon Maru, January 13th.

Kawachi Maru, January 14th.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

"CITY OF LAHORE" ... London, Rotterdam, Amsterdam & Hamburg ... 9th January

"CITY OF MADRAS" ... London, Rotterdam, Amsterdam & Hamburg ... 9th February

* Passenger Steamer—Fares to London—1st Class £90; 2nd Class £55.

NEW YORK, BOSTON & BALTIMORE—AMERICAN AND MANCHURIAN LINE.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON & NEW YORK

"LEVERN BANK" ... via Suez Canal ... 11th January

"ELMBANK" ... via Suez Canal ... 15th February

MAURITIUS & SOUTH AFRICA

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindi, Fort Nelloth, Luders Bay, Walvis Bay and Madagascar.

* Freight or Passage on any of the above lines apply—

Telephone: Central 4791.

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P. & O., British India
Apcar and
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LinesCOMPANIES INCORPORATED IN ENGLAND.
MAIL AND PASSENGER STEAMERS
TAKING CARGO FORSTRAITS, JAVA, BULMA, ORYON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND,
LAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE,
GREECE, LEVANTINE PORTS, BUSOER, ETC.PENINSULAR AND ORIENTAL STEAMERS
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government)

Steamship	Tons	From Hongkong (about)	Destination
"NALDERA"	15,038	23rd Dec., Noon	Bombay, Marseilles and London.
"MANITUA"	10,946	5th Jan., 1929	do.
"KALYAN"	9,144	19th Jan.	Marseilles, London and Hull.
"ALIPORE"	5,373	24th Jan.	Straits, Colombo & Bombay.
"MOREA"	10,953	2nd Feb.	Bombay, Marseilles and London.
"KIDDERPORE"	5,334	7th Feb.	Straits, Colombo & Bombay.
"KASHGAR"	9,035	16th Feb.	Marseilles, London and Hull.
"MAJADONIA"	11,130	2nd Mar.	Marseilles and London.
"PADUA"	5,907	9th Mar.	Mars., L'don, A'werp, B'd'm, H'
"KEITH"	9,135	16th Mar.	Marseilles, London and Hull.
"KRYBEE"	9,145	23rd Mar.	do.
"MALWA"	10,980	30th Mar.	Marseilles & London.
"NALDERA"	15,033	13th Apr.	S'bay, Mars., & London.
"KARMALA"	9,123	20th Apr.	Marseilles and London.
"MANITUA"	10,944	27th Apr.	Bombay, Marseilles and London.
"KALYAN"	9,133	11th May	Marseilles and London.
"MOREA"	10,953	18th May	Bombay, Marseilles and London.
"KALYAN"	9,144	8th June	Marseilles and London.
"KAJPUTANA"	15,563	22nd June	Bombay, Marseilles & L'don.

